The Hong Kong Daily Press.

No. 5624 號四十二百六千五第 日三初月一十年亥乙緒光 HONGKONG, TUESDAY, NOVEMBER 30TH, 1875. 二拜禮 號十三月一十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

November 29, HOOGLY, French str., 1,500, Gauvain, 26th November, General.—MESSAGERIES MARITIMES.

November 29, VICTOR, Norwegian bark, 260, E. Sörensen, Newchwang 18th Nov., Beans.—ORDER.

November 29, KIM YUNG TYE, Siam. bark, 349, H. Otto, Newchwang 8th Nov., General.—CHINESE.

November 29, KRUNG THEP, Siamese bark, 483, N. Duhrssen, Chefoo 27th Nov., General.—SIEMSSEN & Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 29TH.

None.

Departures.

None.

Passengers.

ARRIVED.

Per *Hoogly*, str., from Shanghai:—

For Hongkong.—Mr. and Mrs. Winaut, Mr. and Mrs. Runels, Miss Gray, Captain E. W. Law, Messrs. Starkivatter, Fugin, J. Ward, E. Cameron, and A. Skone, and 7 Chinese. For Saigon.—Miss L. Kirry. For Port Said.—Mr. G. G. Mayne. For Marseilles.—Messrs. Johnson, C. Vaperesce, and J. Bench.

Reports.

The Siamese bark *Krung Thep* reports left Chefoo on 27th November, and had strong N.W. winds and squally weather to Shanghai, from thence fair monsoon to port.

The Siamese bark *Kim Yung Tye* reports left Newchwang on 8th November. To Shanghai moderate N.W. winds with squally weather and calms, and from thence moderate N.W winds and fine weather.

FOOCHOW SHIPPING.

(*From Hedge & Co's Weekly Shipping Report,*) *Pagoda Anchorage, 20th November.*

ARRIVALS.

November 14th, str. Kwangtung from Hongkong; 25th, Gleam from Hongkong, Walter Seigfried from Hongkong, French corvette Talisman from Shanghai, H.M. gunboat Midge from Haitan Straits; 16th, str. Antenor from Shanghai; 18th, str. Thales from Shanghai.

DEPARTURES.

November 13th, U.S. corvette Ashuelot for Shanghai; 14th, str. Douglas for Hongkong; 17th, str. Kwangtung for Hongkong, str. Antenor for London.

SHANGHAI SHIPPING.

ARRIVALS.

November 17th, str. Viking from London, &c., Kronprindsessen from Nagasaki; 18th, Ching Tah from Chefoo, Edward James from Nagasaki; 22nd, Albert Victor from Nagasaki; 23rd, str. Glaucus from Liverpool, &c.

DEPARTURES.

November 17th, str. Lorne for London, &c.; 18th, Ellen for Swatow, &c.; 20th, Ceres for Nagasaki, Halloween for London.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(*Per last Mail's Advice.*)

Vessels.	*From.*	*Date of Arrival.*
Lyra	Manila	October 12
Ulysses (s.)	China Ports	October 15

Vessels Expected at Hongkong.

(*Corrected to Date.*)

Vessel's Name.	*From.*	*Dates.*
Atona	Cardiff	April 28
Lanercost	Cardiff	Mch. 29
Prince Louis	Cardiff	May 2
Robert Boak	Falmouth	May 8
Birker	London	June 26
Coldstream	London	June 30
Minnesota	Charleston (U.S.)	June 30
Iris	Hamburg	July 7
J. Christian	Cardiff	July 16
America	Cardiff	July 17
Mabor	Cardiff	July 18
Gustav Adolph	Hamburg	July 19
Alfredo	Cardiff	July 23
Boreal	Cardiff	July 24
Hopewell	London	July 30
Stefano	Cardiff	July 30
Lea	Penarth	July 30
Fyen	Newport	July 31
Thingvalla (s.)	Antwerp	August 11
Gryfo	London	August 13
Sarah Nicholson	Cardiff	August 17
Paradies	Cardiff	August 20
Marina	London	Sept. 4
Iphigenia	Hamburg	Sept. 4
Carolus Magnus	Rio Janeiro	Sept. 4
Christian	Cardiff	Sept. 7
Auguste	Cardiff	Sept. 18
Garabaldi	Portland O.	Sept. 24
Formosa	Hamburg	Sept. 26
Sir H. Parkes	London	Sept. 28
Carricks	London	October 4
Hermann	Cardiff	October 6
Montgomeryshire (s.)	London	October 7
Ferdinand	Cardiff	October 13
Esmeralda	Cardiff	October 14

Auction Sales To-day.

None.

PATENT SLIP & DOCK COMPANY AND NOVELTY IRON WORKS, No. 32, PRAYA WEST, MACHINE, BOILER, AND BLACKSMITH SHOPS, IRON AND BRASS FOUNDERS.

THE Undersigned is now prepared to take on large Vessels for PAINTING and RE-COPPERING; also large REPAIRS to Hulls and Machinery, &c.

A Large Assortment of Spars and Lumber, Iron and Copper Plates, Iron and Brass Rods, Pitch, Oakum, and Felt, Sheathing Metal and Nails, Rivets, Screw Bolts and Wood Screws always on hand.

Boats and Steam Launches built to order.

R. C. BAILIE, *Manager.*

Office, Novelty Iron Works, Praya West, Hongkong, 26th July, 1875. [6m 1148

G. O. ROGERS, D.D.S., *DENTIST,* No. 7, ARBUTHNOT ROAD, (Has returned, and is ready to receive Patients.)

tf 247 Hongkong, 23rd November, 1875.

NOTICE.

THE Undersigned, having given up his Agency for dealing in Steam Re-reeled Silk for KAI-CHEONG-LOONG, Canton, from the 1st day of August, 1875, will not be responsible for any accounts contracted for the aforesaid firm, either before or after the above date.

YOW KWOK CHUN, NAM SING, 74, Queen's Road Central.

3m 1728 Hongkong, 20th November, 1875.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.

EDWARD NORTON & Co., *Agents.*

tf 8 Hongkong, January, 1875.

To be Let.

TO LET, *With Immediate Possession,*

THE Semi-detached RESIDENCES Nos. 1 and 2, WESTBOURNE VILLAS, Bonham Road.

HOUSES on Upper Mosque Terrace.

All with Gas and Water laid on.

Also,

A First-class GODOWN at Wanchai of about 5,000 tons capacity.

Apply to T. G. LINSTEAD.

1464 Hongkong, 23th September, 1875.

TO LET, *With Immediate Possession,*

TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co.

The Upper Portion of the PREMISES, No. 44, Queen's Road, lately in the occupation of Messrs. G. DUNOST & Co.

The HOUSE, No. 35, Wellington Street, lately in the occupation of Messrs. ROSE & Co.

The DWELLING HOUSE and OFFICES, No. 1, Stanley Street, lately in the occupation of Messrs. DREYER & Co.

The HOUSES, Nos. 11, 13, and 15, Gage Street.

The DWELLING HOUSE, No. 4, Alexandra Terrace.

The STORE and DWELLING HOUSE, No. 81, Queen's Road, at present in the occupation of Miss GARRETT. Possession from 1st November.

DOUGLAS LAPRAIK & Co.

tf 1550 Hongkong, 23rd October, 1875.

TO LET.

THE HOUSES No. 3, 5, 7, and 8, *West Terrace.* Apply to J. P. DA COSTA.

1m 1618 Hongkong, 1st November, 1875.

TO LET.

THE PREMISES lately occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.

Apply to G. FALCONER.

tf 1070 Hongkong, 7th July, 1874.

TO LET.

SOME HOUSES on PEDDAR'S HILL. No. 2, SEYMOUR TERRACE.

No. 7, GARDEN ROAD, known as "HARPERVILLE."

Apply to DAVID SASSOON, SONS & Co.

tf 512 Hongkong, 4th October, 1875.

TO LET, (*With Possession on the 1st November.*)

THE HOUSE and PREMISES known as CRAIGELLACHIE, situated on the Bonham Road, lately in the occupation of R. JENSEN, Esq., and now of P. KARBERG, Esq.

Good Stabling. Gas and Water laid on.

Apply to E. SHARP & TOLLER, *Solicitors.*

1523 Hongkong, 11th October, 1875.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.

Apply to S. E. BURROWS & SONS.

tf 453 Hongkong, 20th March, 1875.

TO LET.

THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.

Apply to REMEDIOS & Co.

tf 131 Hongkong, 22nd January, 1875.

TO LET. *Possession on the 1st January, 1876,*

THE PREMISES on the Praya, known as Messrs. DENT & Co.'s CENTRAL BUILDING.

ROZARIO & Co.

1587 Hongkong, 25th October, 1875.

TO BE LET, *With Immediate Possession,*

THE HOUSE No. 7, Gough Street. Apply to GIBB, LIVINGSTON & Co.

1473 Hongkong, 29th September, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.......100,000 of Dollars.

Court of Directors:—

Chairman—AD. ANDRE, Esq.

Deputy Chairman—W. H. FORBES, Esq.

E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | A. McIver, Esq.
F. D. Sassoon, Esq.

Chief Manager.

Hongkong—James Greig, Esq.,

Manager.

Shanghai—Ewen Cameron, Esq.

London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, 12th August, 1875.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 % allowed.

HOLLIDAY, WISE & Co., *Agents.*

48 Hongkong, 8th January, 1875.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1873.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. [tf 385

For Sale.

SAYLE & CO.,

HAVING received their first delivery of GOODS for the AUTUMN and WINTER SEASONS, solicit an Inspection of the following:—

Rich Black GLACE and GROSGRAIN SILK, from the best French makers.

Colored GROSGRAIN and FANCY SILKS, in all the Newest Shades.

FANCY DRESS MATERIALS, in the New Textures.

WOOL POPLINS.

Plain and Figured Japanese SILKS.

All WOOL SERGES.

Colored MERINOS.

Scotch PLAIDS.

Ladies' Ready-made COSTUMES.

Richly Embroidered CASHMERE TABLIERS, MANTLES, and SLEEVELESS JACKETS.

The Newest Shapes in SILK, VELVET, and CLOTH JACKETS trimmed with Fur.

Ladies' TRIMMED HATS of the latest styles, direct from Paris.

The New Shapes in Ladies' and Children's FELT HATS.

A large assortment of WOOL SHAWLS and PALLIUMS.

BALL DRESSES and OPERA CLOAKS.

Black SILK VELVET of the best makes.

Black and Colored VELVETEEN.

The New Shades in RIBBONS. TURQUOISES to match.

SASHES and SASH RIBBONS.

SILK SCARVES.

LACE, MUSLIN, and LINEN SETS.

SWANSDOWN and FUR TRIMMINGS.

SWANSDOWN COLLARS, PELERINES, and MUFFS.

BUGLE LACES, GIMPS, and FRINGES.

Children's CLOTH JACKETS.

Boys' CLOTH SUITS, in all sizes.

Infants' ROBES, PELISSES, and CLOAKS.

BABY LINEN and Ladies' UNDERCLOTHING.

Ladies' FANCY FLANNEL DRESSING GOWNS.

Ladies' and Gentlemen's Best French KID GLOVES.

BOOTS and SHOES of DAWSON'S Best make, &c., &c., &c.

VICTORIA EXCHANGE, *QUEEN'S ROAD AND STANLEY STREET,* HONGKONG AND AT SHANGHAI.

COAL DEPOT.

COALS of all description supplied to Steamers by the Undersigned.

Orders may be left at the Godowns, Wanchai, with Mr. J. MACLEHOSE, or LEONG AH YON, Praya.

LANDSTEIN & Co.

6m 1620 Hongkong, 1st November, 1875.

FOR SALE.

BERLIN TIVOLI BEER. Apply to WIELER & Co.

tf 1664 Hongkong, 10th November, 1875.

DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE—

Quarts..........$15 per case (1 dozen.)
Pints............$16 " " (2 ")
5 % discount on 25 Cases.

BOURBON WHISKEY, $12 per case (1 dozen.)

FOR SALE BY HEARD & Co.

975 Hongkong, 23rd June, 1875.

FOR SALE.

DWELLING HOUSES No. 1 and No. 2, St. John's Place.

Apply to S. E. BURROWS & SONS.

658 Hongkong, 1st May, 1875.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso.* Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 18,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co., 60, PATERNOSTER ROW; W. H. BELL, "DAILY PRESS" OFFICE, HONGKONG.

Insurances.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000 at the usual rates subject to an immediate discount of 20 %.

Attention is invited to a considerable reduction in premia for Life Insurance in China.

Life Policies effected during the year 1875, Share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.

1465 Hongkong, 27th September, 1875.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. 33⅓ % on Local Risks only.

RUSSELL & Co. *Agents.*

tf 1800 Hongkong, 4th June, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD, *Agent, Sun Fire Office.*

1835 Hongkong, 26th August, 1874.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co., *Agents, Royal Insurance Company.*

tf 1780 Hongkong, 28th October, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN, *Agent.*

1y 944 Hongkong, 18th June, 1875.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co., *Agents.*

tf 1028 Hongkong, 1st July, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

1 Hongkong, 1st January, 1874.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong, 26th July, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1192 Hongkong, 27th June, 1872.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 % for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1089 Hongkong, 9th July, 1872.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE. 137, LEADENHALL STREET, LONDON. ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

Intimations.

THOMPSON AND HIND ARE NOW SHOWING

BLACK and COLOURED SILKS, especially selected to wear well.

VELVETS and VELVETEENS, in all Colors.

HOMESPUNS, FRENCH MERINOES, CAMLETS.

PLAIN and FANCY FLANNELS, for Morning Gowns.

LADIES' and CHILDREN'S HATS.

New Colors in RIBBONS, FLOWERS, and FEATHERS.

SHAWLS for Chairs, CARRIAGE RUGS.

BEST WHITE BATH and WHITNEY BLANKETS.

BELGIAN COUNTERPANES and TOILET COVERS.

MELTON CLOTH, SERGE, and HOMESPUN COSTUMES, made in Latest Style.

A Large Variety of CHRISTMAS TOYS and PRESENTS for Children.

LADIES' BOOTS and SHOES, Buttons, and Elastics.

GENTLEMEN'S FELT HATS, in Latest Shapes—The Cantab, Bute, Ryde, Athol, Argyle, and Stamford.

WHITE SHIRTS; Collars attached, cut specially low in the neck.

SCARVES, TIES, CRAVATS, BOOTS, SOCKS, UNDERVESTS, and UMBRELLAS.

A Few OVERLAND and RAILWAY TRUNKS.

33, QUEEN'S ROAD.

666 Hongkong, 16th November, 1875.

FOR SALE.

LETTS' DIARIES for 1876, in every variety.

LANE, CRAWFORD & Co.

tf 1560 Hongkong, 19th October, 1875.

FOR SALE, the SCHOONER YACHT *LOITERER,* 44 Tons Register.

For Particulars, apply to HEARD & Co.

14d 1748 Hongkong, 24th November, 1875.

JUST RECEIVED and for SALE, 30 Cases of Choice AMONTILLADO SHERRY, in One Dozen Cases. Cavite Cheroots and Segars. Apply to J. M. GUEDES, JR.

1705 Hongkong, 17th November, 1875.

STEAMERS FOR SALE.

AN IRON SCREW STEAMER, built at Dumbarton in 1862, 185ft. long, 25½ft. broad, 14½ft. deep; has a Poop and Forecastle; Tonnage (gross) 510 tons, (net) 347 tons, schooner-rigged; combined power of engines 120 h.p.; has always been kept in good order, and will carry 550 tons on a draught of 14ft.

A Strong, Well Built, IRON SCREW STEAMER, brig-rigged, launched at Greenock in 1857, has Two Decks, Top-gallant-forecastle, and Deck-houses; Gross Tonnage 1,167 tons, Nett Tonnage 912 tons; has Two Engines of combined power 170 h.p.; Length 241ft., Beam 32ft., Depth 20ft. 6in.; will carry 1,800 tons on a draught of 18ft.

For further particulars, apply to LANE, CRAWFORD & Co.

1723 Hongkong, 19th November, 1875.

PHOTOGRAPHY.

GREAT REDUCTION IN PRICES.

Until further notice (to reduce Stock) our Prices for Carte de Visite portraits will be as follows:—

On MONDAYS, TUESDAYS, WEDNESDAYS, and SATURDAYS.

Per Dozen......$2.00

For CASH paid at time of sitting ONLY.

On THURSDAYS and FRIDAYS.

The first dozen......$4.00
Extra quantities, per dozen......$2.00
Copies of Negatives in stock per dozen...$2.00

FOR THE HONGKONG PHOTOGRAPHIC COMPANY,

H. EVERITT.

Corner of Wyndham and Wellington Streets (*Nearly opposite the German Club.*)

N.B.—Mr. EVERITT obtained the Certificate of Merit at the Dublin Exhibition, 1862.

3m 1624 Hongkong, 1st November, 1875.

DANISH CONSULATE, Hongkong, 13th August, 1875.

NOTICE is hereby given, that Charts of Hongkong, shewing the track of the GREAT NORTHERN TELEGRAPH COMPANY'S CABLE have been placed in the Harbour-master's Office, as well as in this Consulate, for the information of Shipmasters and Pilots. If any vessel should accidentally get hold of the Cable and bring it to the surface, the Master is requested to do all in his power to clear it without damaging it.

The following is the exposé of the track of the Cable:—

On the Island of Hongkong the Company's Cable is landed in the middle of Deep Water Bay, from where it runs about South midway between Middle Island and Hongkong Island, round Round Island, curving S.E. and E. midway between Tytam Peninsula on Hongkong Island and Lochan Island, and midway between Tylong Head (Cape d'Aguilar) and Soon Kong, from which place it runs East for about a hundred miles, then gradually bending Northward in a distance 25 to 30 miles off the coast of China.

At 25 miles S.S.E. of Chapel Island a Cable branches off, and runs N.N.W. two miles to the Northward of Chapel Island between Woo Seu and Chanchat Rocks, close to the North of Tsing Seu, close to the North of Taepan Shoal, and close under Taepan Point, from where it runs in a straight line to the landing place, which is just inside the Southern Point of the Island of Kulang Seu.

From 25 miles outside Chapel Island the Cable runs N.E. about 20 miles outside Chimmo, 15 miles off Turnabout, 30 miles off Tung Ying, from which place it bends more Northward, 35 miles off Pih Ki Shan, 20 miles off the Hie Shan Islands, 30 miles off Tong Ting to North of the Leuconna Group, where it rounds and turns West until it, at a point midway between the Northernmost Island of the Chin San Group, runs within a mile South of Davis Islands and S.W. and W. of Morrison Island up to Gutzlaff, where it is landed on the South West side.

Starting from the same place on Gutzlaff two Cables follow the East and North side of the Yangtsze River's South Bank, as near inshore on the bank as possible right up to Pheasant Point, where they turn into the Woosung River along the right bank until they cross the Woosung River close beneath the Bar Marks, and are landed on the left Bank at the Company's Station.

From Gutzlaff the Cable to Nagasaki is running S.E. midway between Napier's and Bonham's Islands, and midway between Bonham and Brooke's Islands, then Easterly, North of Childer's Rock and four miles South of Barren Islands, from which place it runs in a straight line about E.N.E. till midway between Pallas Rock and Meac Sima (Asses Ears) on the coast of Japan.

H. KLÆR, *Acting Consul.*

1326]

THE TOURIST'S GUIDE—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of Shareholders in the Company will be held at the Company's Office, 89, Queen's Road, Victoria, at half-past three o'clock in the afternoon of FRIDAY, the 10th December next, for the purpose of confirming the Resolutions passed at the Meeting of the 26th November.

By order, JAS. B. COUGHTRIE, *Secretary.*

1758 Hongkong, 26th November, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE Re-adjourned Extraordinary MEETING of Shareholders, held this day, has again been re-adjourned until TUESDAY, the 14th December, at 2.30 P.M.

By Order of the Court of Directors, JOHN DUNN, *Acting Secretary.*

22d 1739 Shanghai, 17th November, 1875.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Suit No. 48.

FOREIGN ATTACHMENT.

Plaintiffs,—THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Defendants,—H. U. JEFFRIES, FREDERICK GRISWOLD HERON, J. E. ERNST, and C. H. WARREN, trading at Manila, under the style or firm of "RUSSELL AND STURGIS."

NOTICE is hereby given, that Two Writs of Foreign Attachment, wherein MALCOLM STRUAN TONNOCHY, Esquire, Marshal of the Vice-Admiralty Court, the Hongkong and Whampoa Dock Company, Limited, the Chartered Mercantile Bank of India, London, and China, and the Master of the S.S. *Leonor,* and ALFRED MANGER, resident Partner of the firm of Messieurs DOUGLAS LAPRAIK and Company are respectively named as Garnishees against all the Property, moveable or immoveable, of the above-named Defendants within the Colony, have been issued in this Suit pursuant to the Provisions of Section LXXXII. of "The Hongkong Code of Civil Procedure."

Dated the 26th day of November, 1875.

E. SHARP AND TOLLER, *Solicitors for the Plaintiffs,* Supreme Court House.

1759]

IN THE SUPREME COURT OF HONGKONG.

FOREIGN ATTACHMENT.

Suit No. 46.

Plaintiffs,—JOHN STEWARD LAPRAIK and ALFRED THOMAS MANGER, Merchants, Co-partners, trading at Victoria, in the Island of Hongkong, under the style or firm of "DOUGLAS LAPRAIK AND COMPANY."

Defendants,—H. U. JEFFRIES, F. G. HERON, J. E. ERNST, and C. H. WARREN, Merchants, Co-partners, trading at Manila and elsewhere under the style or firm of "RUSSELL AND STURGIS."

NOTICE is hereby given, that a Writ of Foreign Attachment (wherein the Hongkong and Whampoa Dock Company, Limited, is named as Garnishee) against all the Property, moveable or immoveable, of the above-named Defendants within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII. of "The Hongkong Code of Civil Procedure."

Dated the 10th day of November, 1875.

CALDWELL AND BRERETON, *Solicitors for the Plaintiffs,* 29, Queen's Road, Hongkong.

1741]

NOW READY, In One Volume, 400 Pages,

THE TREATY RIGHTS OF THE FOREIGN MERCHANT IN CHINA.

Supported by Documents, partly unpublished. By the late Baron VON GUMPACH.

Price Taels 5.

Office of the *Celestial Empire,* Shanghai.

14d 1697 Hongkong, 18th November, 1875.

STEAM LAUNCH FOR HIRE.

TO be LET for Towing or Picnics, the large, powerful Steam-Launch *OUM LOONG.* Superior accommodation. Terms moderate.

Apply to TUNG KEE & Co., 33, *Praya Central.*

3m 1458 Hongkong, 27th September, 1875.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.) SOLE AGENT FOR CHINA, F. PEIL, *Hongkong, Shanghai, Cologne (Germany.)*

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powders; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1026 July 7

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %)

GILMAN & Co., *Agents.*

tf 1063 Hongkong, 7th July, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one FIRST-CLASS RISK, at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*

333 Hongkong, 1st March, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates,* subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

tf 39 Hongkong, 16th November, 1872.

FOR SWATOW, AMOY, AND FOOCHOW, *Taking Cargo at through rates for TAKAO and TAMSUI.*

THE Steamship "YESSO," Captain F. Ashton, will be despatched for the above Ports on THURSDAY, the 2nd prox., at daylight.

Cargo for Takao and Tamsui will be forwarded from Amoy per SS. "*Hailoong.*"

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

2d 1763 Hongkong, 30th November, 1875.

FOR LONDON AND HAMBURG, *vid* SUEZ CANAL.

THE Steamship "GALATEA," Böhme, Master, expected here on or about the 15th Dec. prox., will have immediate despatch as above.

For Freight or Passage, apply to SIEMSSEN & Co., *Agents.*

1761 Hongkong, 29th November, 1875.

FOR SALE.

THE RIVER STEAMER *LEIN WHA,* of 50 Horse-Power, built by Messrs. J. INGLIS & Co., of Glasgow, and put together in Shanghai in 1872; Hull of Iron 125 feet long, 25 feet Beam, 5½ feet Hold; 3 Water Tight Compartments, 3 Decks, with fore and aft Saloon on upper Deck; Tonnage Net 122 Tons; Speed 9 miles an hour.

This Vessel is well adapted for River Traffic, has accommodation for a large number of Passengers, and is economical in her consumption of Coal.

For further particulars, apply at the Office of the Undersigned, where model, &c., can be seen.

DOUGLAS LAPRAIK & Co.

1764 Hongkong, 30th November, 1875.

THE CHINA AND JAPAN MUTUAL MARINE INSURANCE ASSOCIATION.

NOTICE.

APPLICATIONS for Allotment of Shares in the above Company will be received until the 13th December next.

Forms of Application for Shares, and Copies of Prospectus issued by the Provisional Committee, can be obtained at the Head Office of the CHINA AND JAPAN MARINE INSURANCE COMPANY, SHANGHAI, and, also from their Agents at Hongkong and other ports.

1757 Shanghai, 20th November, 1875.

CANTON RACE CLUB.

OWING to the small number of Entries promised, it has been decided to hold no Race Meeting this year.

A. A. LIND, For the Committee.

2m 1548 Canton, 26th November, 1875.

WANTED IMMEDIATELY, by a Young Man, age 27, EMPLOYMENT (here or elsewhere), as CLERK, Assistant Book-keeper, Purser, or any place of trust; three years in China; good references, salary moderate. Address "J. M.," office of this Paper.

1704 Hongkong, 17th November, 1875.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED, IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

A FIRST DIVIDEND of ONE HUNDRED DOLLARS ($100) PER SHARE will be payable at the OFFICES OF THE HONGKONG AND SHANGHAI BANKING CORPORATION, HONGKONG, on and after January 1st, 1876, on which day Shareholders are requested to apply for Warrants at the Company's Office, 48, Queen's Road, Victoria, producing at the same time their Scrip for endorsement.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 31st December, 1875, both days inclusive.

ADOLF ANDRE, T. D. SASSOON, } Liquidators.

2m 1692 Hongkong, 15th November, 1875.

ED. CHASTEL, WINE AND SPIRIT MERCHANT, 17, WYNDHAM STREET, *Next to the "Daily Press" Office.*

N.B.—Price Lists and Samples on application.

935 Hongkong, 16th June, 1875.

LOST, on the Morning of 8th November, 1875, at 10 o'clock, a MANILA LOTTERY TICKET (No. 2215.) KOONG POEY CHUN, No. 69, Wing Lock Street.

14d 1710 Hongkong, 18th November, 1875.

DEATH TO WHITE ANTS.

THE Undersigned has received a further supply of MALPAS'S PATENT COMPOUND for Preserving Timber from the Ravages of White Ants.

One Package will prepare 200 superficial feet of Flooring. Price 50 Cents per Package.

W. H. NOTLEY, *For B. Davies, Sole Agent for China.*

No. 6, Stanley Street, 1st Oct., 1875. [3m 1481

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.

T. G. LINSTEAD.

1909 Hongkong, 18th November, 1874.

Notices to Consignees.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer *ANCHISES* are hereby notified that the cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Godown on and after the 24th November, 1875.

Goods undelivered after 1st December, 1875, will be subject to Rent.

BUTTERFIELD & SWIRE, *Agents.*

7d 1750 Hongkong, 24th November, 1875.

S.S. *GALATEA,* FROM HAMBURG, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified that the Cargo is being discharged, landed, and stored at their risk into the Godowns of the Undersigned, whence delivery may be obtained.

Goods remaining in store after the 25th inst. will be subject to rent.

Optional Cargo will be forwarded on, unless applied for by the Consignees before 9 A.M. TO-DAY, the 19th inst.

Bills of Lading will be countersigned by SIEMSSEN & Co., *Agents.*

7d 1724 Hongkong, 19th November, 1875.

S.S. "*IRAOUADDY.*" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per S.S. *INDUS,* from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained from MONDAY, the 22nd inst., at 10 A.M.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY.

Bills of Lading will be countersigned by the Undersigned.

Goods unclaimed after FRIDAY, the 26th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

C. BERTRAND, *Principal Agent.*

1726 Hongkong, 19th November, 1875.

Notices of Firms.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 6, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.

WE have Established ourselves at this Port as SHIP CHANDLERS, SAILMAKERS, and GENERAL STOREKEEPERS, under the Firm of
HEUERMANN, HERBST & Co.
F. W. HEUERMANN,
E. HERBST.
13, Queen's Road,
Hongkong, 1st November, 1875. [tf 1619

HAVING resigned my Situation in the Yuen Fat Hong, I have this day established myself as MERCHANT and COMMISSION AGENT, under the Style of "SUN GHEE & Co."
C. SUN GHEE.
1685 Hongkong, 12th November, 1875.

THE CHRONICLE AND DIRECTORY,
For 1876,
(With which will be incorporated the CHINA DIRECTORY).

THE Publisher requests that those who have not yet returned the printed forms which have been sent to them to fill up, will be good enough to do so *without delay*. Any persons who have recently arrived, and to whom printed forms have not been sent, are respectfully requested to forward their names and addresses as early as possible for insertion.
Daily Press Office, November 22nd, 1875.

BIRTH.

At "Forest Lodge," Hongkong, on the 29th inst., the wife of WM. STANLEY ADAMS, Esq., M.D., of a daughter. [1762

The Daily Press.

HONGKONG, NOVEMBER 30TH, 1875.

EXEUNT Mr., enter Sir, THOMAS FRANCIS WADE. If the honour just conferred by Her MAJESTY upon her representative at Peking had been bestowed for his attainments as a Chinese scholar it would have met with universal approval. The new K.C.B. is a man of no ordinary ability, and his attainments are not undeserving of recognition. And there is no doubt that in the high position in which he has been placed he has earnestly striven to promote the well-being of both England and China. His office is a difficult one, and requires great judgment and determination. It is probable that few men would fill it long without making some mistakes. Some would go wrong through want of patience and forbearance, others through yielding too much to the Chinese Government. The British Minister at Peking should, however, be immoveably firm and unalterably cool and collected. He should not allow the natural kindness of his heart to get the better of his reason, to permit his judgment to be swayed by his feelings. It must ever appear a most desirable thing to the humane and benevolent mind to avert a war of any kind. Its triumphs never atone for its tumults; its gains rarely pay for its losses. It might seem, then, to a philanthropic man that if this dark shadow could be lifted from two countries by his interposition, that it was worth some sacrifices to secure so happy a result. So, doubtless, the preservation of peace between England and China appeared to Sir THOMAS WADE. With this belief, most people will be ready and willing to credit him with the best intentions in his conduct of the recent negotiations. It is, however, deeply to be regretted that they should have ended to so apparently little purpose. Excellent as Her MAJESTY'S Minister at Peking undoubtedly is as a private individual, and brilliant as may be his achievements as a literary man, he is not fitted, by nature, to cope with the crafty and plausible men who direct the foreign policy of the Chinese Empire.

It does not follow because a man is conversant with the language and literature, the manners and customs of a people, that he is also a student of human nature and profoundly versed in the workings of the human heart. On the contrary, it frequently happens that those best able to read men are not great readers of books. Sir THOMAS WADE has never shown himself to be a diplomatist. He has acted conscientiously and as he thinks best for the benefit of his own countrymen and the weal of China. But he is no match in worldly cunning for the astute statesmen of Peking, and has suffered them to get the better of him. It is clear to any onlooker that no man possessed of much firmness and resolution would have allowed his demands to have been postponed, and, for ought that is known, treated with contempt, for six months. What he has achieved after all this delay is of a very doubtful character. Beyond some vague promises, what has been gained? He has certainly succeeded in getting the Chinese Government to concede him a higher status, but this ought long since to have been claimed as a right and insisted upon, and had he been of a less easy disposition he would not have waited for a fresh pretext for demanding it. As for the Commission of Inquiry into the Yunnan Outrage it does not require the gift of prescience to foretell how that will end. The real criminals will never be adequately punished unless the British Government takes the law into its own hands. The promise given by the Peking Government to inquire into and report upon the subject of the proper observance of the Treaties may be taken for what it is worth, which is very little. This is all that has come of eight months' negotiations; this is the extent of the reparation to be made for the multiplied injuries received by British subjects—and British trade during the past few years! Mr. WADE has, however, at all costs, including that of the prestige acquired by England during the last China war, averted hostilities; therefore he has been created a Knight Commander of the Bath. May he live long (out of China) to enjoy his new dignity!

The British Government will yet have occasion to see that the policy of its representative at Peking is not calculated to promote its influence there or maintain its prestige in the East. The difficulty with China has been tided over, it is true, but at no small sacrifice. The Chinese Government can indulge in self-gratulation with good cause. It has avoided plunging into hostilities at the same time that it contrived to evade complying with any of the British demands which involved either loss of dignity or a substantial concession. It has put off the British Minister with promises which it probably never intended to fulfil. It has managed to make it appear to the ignorant people of China that the arrogant foreigners have been outwitted, and their impudent demands successfully resisted. In fact, it is circulated by the lower officials, and probably believed by the majority of the people away from the coast, that the English Government was afraid to press her demands for fear China should declare war. Undeniably the Chinese Government has scored a point that will in any future complication tell against Great Britain. But this is not all. Worse remains behind. The difficulty has only been hushed up; it has not been really settled. All the elements remain smouldering, and may any moment be fanned into a fresh flame. The assassination of Mr. MARGARY and the attack on Colonel BROWNE'S party still remain to be atoned for; the endless violations of the Treaty of Tientsin may still continue. No guarantee of the good faith of the Chinese Government has been secured as yet. All the satisfaction given, with the exception of recording to the British representative at the capital his proper status, consists in rather indefinite assurances. It is obvious, consequently, to the most short-sighted that the result of the new knight's late protracted negotiations is of little worth. It is, however, bootless to lament over the mistakes of the past; it only remains to repair them or obviate the mischief they may produce. If with his new title the guardian of British interests at Peking would put on an accession of vigour and determination there might be some hope for the future. But there is slender foundation indeed for such an anticipation. The leopard cannot change his spots or the Ethiopian his skin; neither can Sir THOMAS WADE change his nature. And his policy is part of it. The dignity conferred upon him only tends to darken the political horizon in the East, since it is an unmistakeable intimation that Her MAJESTY'S Government approves and endorses the course taken by its representative in China.

The Superintendent of the P. & O. S. N. Company informs us that the steamer *Ceylon* with the next English mail left Singapore for Hongkong yesterday afternoon.

The agent of the Pacific Mail Steamship Company has received a telegram announcing that the steamer *City of Tokio*, from San Francisco November 1st, sailed from Yokohama for Hongkong at daylight on the 25th instant.

A rumour is current in Shanghai to the effect that among those drowned with the *Glengyle*, was a rich mandarin, who is supposed to have had with him a quantity of very valuable property, which his friends purpose making efforts to recover.

It will be remembered that at the last Criminal Sessions in the larceny case on board the *Ocean*, the Chief Justice ordered that the recognisances ($200 each) of the 1st and 2nd officers and the 3rd and 4th engineers, should be estreated as they did not answer to them. The Deputy Sheriff (Mr. Sangster) went on board the *Ocean* yesterday morning and served the writs. The parties will come before his Lordship to-day.

POLICE INTELLIGENCE.

29th November.

BEFORE JAMES RUSSELL, ESQ.

STEALING CLOTHING.

A man named Wong Asam was chargad by a coolie with entering his premises at West Point and stealing six jackets.

The prisoner, it appears, had been allowed to sleep on the premises a few nights, and took advantage of his knowledge so acquired to enter this morning at 6 o'clock and steal the clothing and a pair of shoes, which he pawned at several pawnshops.

The prisoner, who tried to make out that hunger compelled him to steal, was sent to six months' hard labour. Under circumstances which came out in evidence, his Worship very justly ordered the pawnbrokers to deliver up the things to the rightful owners without the money advanced by them being refunded.

ASSAULTING THE POLICE AND STEALING A WATCH AND CHAIN.

The remanded case, in which Santos Urtan and five other seamen belonging to the French bark *Amiral Devouix*, were charged with assaulting the police, the last five with rescuing the first from the custody of the police, and the second and third with stealing a watch and chain from P.C. Lindsay, came on again.

Mr. Wotton appeared for the defence.

P.C. Lindsay, in reply to Mr. Wotton, said the second prisoner grabbed at his watch almost simultaneously with the third, each having hold of it, and the chain at the same time. He was unable to tell which of the two retained the watch and chain. It was worth 340. He had several Chinese at Court whom the first prisoner had pursued with the drawn knife. With the stick produced he intended to give the second prisoner as hard a blow as he could, but the blow unfortunately came on the first prisoner.

A boarding-house keeper and a seaman named Murphy were next examined, and deposed to seeing the first three prisoners resisting the police and one of them brandishing a knife. The latter also stated that he saw the third prisoner grab at Lindsay's watch and directly afterwards he noticed it on the ground and a man of the same nationality as prisoners took it up. He could not identify the man. He saw the constable make a blow at the man who stole the watch. He could not identify the fourth, fifth, and sixth prisoners as amongst the crowd.

In reply to Mr. Wotton, witness Murphy said if the prisoners he identified had been drinking he should say the third was the worst, but neither appeared to be sober.

Another Chinese from the eating-house deposed to seeing the first three prisoners resisting the constable, and the other three came up after.

Mr. Wotton said there was not sufficient evidence to convict the last three of being there.

Two magistrates sat to try the case to-day in order that if all the prisoners were involved in the larceny of the watch, it might be decided by them without sending it for trial at the criminal sessions of the Supreme Court; but at this stage it had resolved itself into a charge of assault on the police, attempt to rescue, and compensation for loss and damage.

The first prisoner was sent to 14 days' hard labour for assaulting the shopman and fined $10, or 21 days' for resisting the police. The second was fined $10 for resisting the police, or 21 days' hard labour, and to pay $40 to P.C. Lindsay for loss of his watch, or three months' hard labour. The third prisoner was fined $10 for resisting the police, and ordered to pay $2 to a Sikh constable for damage to his coat. The other three were discharged.

STEALING CLOTHES.

Chun Alin, a stone-cutter, charged with stealing a box at Aberdeen, containing clothing, was sentenced to-day to six months' hard labour.

BEFORE THE HON. C. MAY.

STEALING A BUCKET.

A man named Chan Asam was sent to seven days' hard labour for stealing a bucket from the door of Yet Along in the Hollywood Road.

Li Atai, charged by P.C. Freeman with plying for hire alongside the French ironclad *Montcalm* without a license, was fined $1.

ASSAULT.

Lun Asai, charged by Low Atak with assaulting him because he would not pay his son's debts, was fined $1.

LARCENY.

Chun Aeing, the man charged with stealing stores on board the *Oceanic*, was sent to two months' hard labour.

SUPREME COURT.

29th November.

BEFORE THE HON. CHIEF JUSTICE (SIR JOHN SMALE) AND MR. JUSTICE SNOWDEN.

WHITTALL AND ANOTHER *v.* BENECKE AND OTHERS.

Mr. Hayllar, Q.C., and Mr. Handley (instructed by Messrs. Caldwell and Brereton) was for plaintiffs; and the Attorney-General, and Mr. Kingsmill (instructed by Messrs. Sharp and Toller) were for defendants.

Mr. Hayllar concluded his citation of cases in support of his argument for plaintiffs, and submitted that the eight mortgage deeds in question ought to be set aside.

A large number of affidavits and other papers connected with the case were then put in.

Mr. T. G. Linstead was called and spoke to the number of creditors of Messrs. A. Heard & Co. who had proved.

Mr. Parker said he had been a partner in the firm of Augustine Heard & Co. In the course of his evidence he said there were possible creditors to the amount of $5,000,000 or more. He had been connected with the firm a great many years. The last year he received as head clerk a salary of $8,000, and for each of the three previous years $5,000. Mr. George Heard, one of the partners, died on the 8th February in the Red Sea, and was buried at Suez. Albert Heard told him about that time that the house was temporarily embarrassed, and that, as his brother was away and he was ill, he did not see how it was to go on unless witness became a partner. He consented to do so, indeed was willing to do anything that would relieve the house of its difficulty. He was advertised as a partner; there was no agreement, nor was there any understanding come to as to extra remuneration. He had not then examined the books, and did not know the position of the firm, but he had no idea that the embarrassment was so great. When he became a partner, he knew mortgages had been made. The mortgages appear to have been printed in the office of the firm. They were printed on the paper of the firm and with their own type. The Novelty Iron Works were sold for $30,000 cash, between February and April. On the 2nd February there were shares to the extent of $30,000 in the possession of the firm. The only two creditors of the firm who are secured are the defendants (Benecke, Souchay & Co.), and Baring Brothers. There were only $1,000,000 liabilities to be paid out of the assets; the remaining $4,000,000 were nominal. Almost all the bills were drawn against produce, some of it was the property of the firm. Money was paid to various creditors between 2nd February and 19th April, to the extent of about $200,000 to Chinese. It was very likely that the firm exported bullion after February. There was at least one shipment of gold to the London Banking Association. Witness believed there are assets belonging to the firm in other parts of the world not yet realised. Mr. Albert Heard left the Colony on February 25th. Witness afterwards had full management of the firm. He did not know if Mr. John Heard had property in America not yet realised, but he thought so. He believed Mr. Albert Heard had property in England not yet realised. Witness never communicated to Mr. Augustine Heard anything about defendant's bills. Witness never communicated to Mr. Augustine Heard that £8,000 had been employed on loans on produce, £7,000 on shares and the balance on mortage on real estate. £5,000 was employed on loans on property in Yokohama. The money was sent down to Hongkong and placed in the cash of the firm. The only mortgages witness ever heard of were to defendants and Baring. Witness remembered going to Mr. Brereton's office and opening two sealed packets in March last, and he took from them letters relating to Baring Brothers' mortgages of Shanghai and Foochow property. He handed them to Mr. Brereton, as the agent of Baring Brothers, because he had received a telegram from Mr. Augustine Heard in London to do so. Defendants' two deeds on property in Japan were in Yokohama. On receipt of a telegram from London on 11th April, witness went to Mr. Toller, handed the letters relating to defendants' mortgages to him, and told him he had been ordered by Mr. Augustine Heard to do so. Witness sent the title deeds of the Hongkong property to Mr. Toller afterwards. The news of the failure of Fearon & Co. reached Hongkong on 15th April, and as soon as witness heard this he thought it necessary that his firm should suspend payment. Everitt & Co. of Boston, failed to remit bills to Fearon & Co., and they failed; and Augustine Heard & Co. failed because Fearon & Co. failed. Everitt & Co. owed Augustine Heard & Co. about $250,000. That amount is not included in the mortgages. Witness did not attribute our failure to the failure of Fearon & Co. He meant that, as they failed witness's firm must fail. With reference to the alleged resumption of their firm, a misunderstanding of his telegram took place. Witness used the word "resumption," and a wrong impression got abroad. They did not regard the fact that the resumption was by "Heard & Co." Witness was not aware that this misunderstanding influenced the assent to the deed of assignment. Witness knew that he wanted £20,000 for the requirements of the firm here. He expected to get it from London. He expected to get it in some way. He did not know the resources in London; £40,000 was remitted to Fearon & Co. Mr. Albert Heard gave him no particulars as to the concern, nor did witness ask for them. Witness took from him the working and cash papers. Witness told him before he left that £20,000 was required for the firm. He was led to expect this from London. When Mr. Albert Heard left witness had no idea that the firm had to stop. He did not know until the 12th April. He had no idea what the affairs were in London. He knew now that there was no property in London. Large remittances had been made to London, besides to Fearon & Co.

When Mr. Hayllar was about to cross-examine the witness, his Lordship pointed to the advance of evening. He wished to have, by the time the case was resumed again on Wednesday, a balance sheet, showing the solvency or otherwise of the firm on the 4th February.

Mr. Linstead said it was perfectly impossible to do so. He had been at the work since the deed of assignment until now, but had not been able to strike a balance sheet yet.

His Lordship asked them what the Court was to do. He had to find out whether the firm was insolvent or not at the time the deeds were executed.

Mr. Linstead said he could give the Court the main facts.

The Chief Justice said he wanted figures.

Mr. Linstead said this was impossible, as for instance the house of the firm in Hongkong was put down at $96,000.

His Lordship interposed and said a valuator might be employed to value the property.

Mr. Hayllar put it that the real question before the Court was when did the deeds come into effect.

Finally the case was adjourned till Wednesday at 10 a.m.

LOSS OF THE "GLENGYLE."—NAVAL COURT OF ENQUIRY.

On the 22nd inst. a Naval Court of Enquiry met at the British Consulate, Shanghai to enquire into the circumstances attending the loss of the British steamer *Glengyle*, on the morning of the 9th November, near Namoa Island. The Court was composed of William W. Hutton, Esq., Navigating-Lieutenant H.M.S. *Thalia* (president); William Marsh Cooper, Esq., Acting Vice-Consul; Charles Davidson, Esq., Master P. & O. steamship *Golconda*; Thomas W. Hall, Esq. Assistant-Paymaster, Her Majesty's ship *Thalia*, was Clerk of the Court.

The order of the Court having been read, as well as an application for an enquiry from the owners, Messrs. Butterfield and Swire, the Court proceeded to examine the witnesses:—

John Bristow Ball stated—I was chief officer of the steamer *Glengyle*. I came on deck to keep watch at 4 a.m. on the morning of the 9th inst. At 6.20 the Brothers Island bore S.E. We were steering S.W. by W. ½ W. from 4.30 to 6.20, at which time I took the bearings. I called the captain. He came out of his room. He told me then to steer W.S.W. We steered that course until 8 o'clock. The captain came up on the bridge at 7 to 8 a.m., also the third officer. I went off the bridge and hove the log, and then went back to the bridge. The ship was then going 10½ knots. I took bearings of Three Chimney Bluff, and I think of Dome Island and the North Lammocks. I gave the course to the third officer, W.S.W. I left the bridge about 8 o'clock. I stayed on deck for a few minutes, and then went down to breakfast. At ½ past 8, the third officer followed me down to breakfast. I asked who he had been relieved by. He replied the captain had sent him down to get his breakfast. At about 25 past 8, I went on deck. The captain was on the bridge when I got there. I remained with the captain on the bridge from 5 to 10 minutes, until the third officer came up. The captain was standing by the compass, in the centre of the fore part of the bridge. We were steering S.W. by W. by the outside compass. (The inside compass, or steering compass was S.W. by W. ½ W.). I went to my room and washed, and had commenced to sort the letters when the ship struck. This was about ½ to 9 o'clock. I had been in my room about 15 minutes. I jumped on deck and went forward. I heard three gongs go in the engine room in sharp succession. I saw the captain running aft when I got on deck. He told me to sound the fore compartment. I went forward to find the carpenter. I went to his room. He was aft; I went aft to find him. I could not find him. I told the second officer to get the boats ready. I went forward the second time, but found that the water was over the forecastle head. I went to the fore hatch and told the compradores to get the passengers aft as soon as they could. I then went aft to get the boats out. The firemen were getting the starboard lifeboat out, and the sailors were getting the three after boats out. The sailors crowded into the boats immediately they were lowered. I went to the companion for an axe to cut the port life boat adrift. The second officer did the same. We cut the two after gripe lashings. I then left him to go aft to clear the boats away from the side. One of the quarter-boat's falls was foul. I cut it, and told them to shove off. The water was then over my ancles at the main rigging. There were only two or three Chinese alongside the the boat on the top of the house. I then got a life buoy. The second officer was close to me. I jumped overboard and made for one of the quarter-boats filled with Chinese. I was sucked down, and when I came to the surface I saw the two boats bottom upwards, and a lot of wreckage about. I swam away from the wreckage towards the firemen's lifeboat. The second officer and third engineer were close to me in the water. I got to the lifeboat and was taken in. The chief engineer, second mate, and third engineer were picked up by the same boat a few minutes afterwards, and several Chinese that were swimming about. We stood in towards the island and to a fishing junk. We put all the people on board the junk, with the exception of the second engineer, one quartermaster, and 6 hands, who remained with me in the boat and returned to the wreck. We picked up one quartermaster, one Malay, and 2 Chinese, part of the crew. The fishing boat also picked up three or four. We could see no more people in the water. We went to the wreck a second time, and found the second lifeboat bottom up. We passed the fishing boat, and asked through the firemen what they had done with the people. They replied that they had landed them on the island. We then pulled to the island but could see no one. We then made for Swatow. We saw the fishing boat that picked up the people, following the wreckage to the southward. We spoke the steamer *Douglas* outside Double Island. On arriving at Swatow I reported the circumstance to H.B.M. Consul.

By the Court—It was on the 9th November, at 9.15, when she struck. The second officer was on watch. The captain was on deck. I heard three gongs in succession, but could not say what they meant, or what orders were given to the engine-room after striking. We were navigating by an Admiralty chart. I cannot say what date. We had 42 passengers, all Chinese. Officers and crew—were captain, 3 mates, 4 engineers, and 31 crew and firemen. None of our boats were fitted with patent lowering gear. I took cross bearings at 8 a.m. of the morning she struck.

By Mr. Cooper—There were over 8 degrees easterly variation on a S.W. by W. course, and the same on a S.W. course. The ship has not been properly swung since I have been in her. I took two azimuth observations the day before going into Amoy, on a S.W. by W. course and W.S.W. The captain worked them out on a Diagram Chart, as well as myself. We were bound from Amoy to Swatow, with rice, general cargo, and passengers. We left Amoy at 9.55 p.m. on the 8th, in proper seagoing order. Nothing of any importance took place with regard to the captain or any thing else until she struck. At the time I left the bridge, the wind was N.N.E., 7 or 8 knot breeze. All sail was set. The tide was about ½-flood at the time of striking. The current was setting us to the southward and eastward 2 to 3 miles an hour, from out of the Namoa Straits. The weather was fine and clear. Our draft was 13 ft. forward and 18.2 aft. The vessel struck only once, and appeared to drag over the obstruction. When I came on deck, the vessel's head was to the eastward and the stern towards Namoa Island, having swung round after striking. I cannot say if she stopped dead. There were five boats in all—two lifeboats and three ordinary. The ship sank in five or seven minutes after striking, and in that time swung quite round.

By Captain Davidson—We saw the Chelsea Rocks at 8 a.m. I should think we were about one mile, or one-and-a-quarter mile, from the island when she struck. Some island was to the eastward. The last I saw of the captain, he was at the after hatch, walking aft. He said to me shortly before this, "Look out for yourself." The two starboard-quarter boats were capsized with passengers in them. I saw one lifeboat, bottom up, alongside the wreck, when I was in the water.

By the Court—The boats were all in the water, at Swatow, about a month before the ship struck. The lifeboats were iron, and were fitted with four plugs. They were fitted with sails, breakers, &c. I examined the lifeboat, myself in Shanghai, about a week before. I attribute the capsizing of the quarter-boats not from overcrowding, but from the suction of the ship going down. I never saw anything of the fourth engineer. He was on watch. The crew behaved very badly—got into the boats to save themselves, and deserted the ship. They would not return when ordered to do so. The firemen behaved well, getting their boat out, and taking the officers off. The boatswain only remained on board. The officers, as far as I know, worked well. I only saw the second officer. I did not sound after striking. The fishing junks did all in their power to save life, as far I saw. I asked the captain what course he intended to steer, and he said it was his intention to go between the Half-way Reef and the Three Chimney Bluff. This was at 6.30 a.m. I have never been that course before. The current at the time of striking was from two to three knots.

The Court then adjourned till 1.30.

Upon the Court resuming,

George Taylor, second officer, stated—I held an Austrian Board of Trade certificate, as mate. I was born in Florence but was brought up in Austria. I have no British certificate. At the time the ship struck I was in my bed asleep, it being my watch below. I jumped out of bed as soon as I felt her strike, and went on deck in my sleeping clothes. I carried a suit of clothes with me, and ran aft to take charge of the poop. When I got aft I found a number of Chinese passengers crowding into the starboard quarter-boat, and some firemen getting the starboard lifeboat ready for lowering. Other firemen were getting the starboard gig ready. They were doing this in an orderly manner. The sailors were all at the port quarter-boat; during the time the sailors were getting their boat ready, the starboard quarter-boat was lowered into the water. All the sailors except the boatswain got into the port quarter-boat and shoved off from the ship's side. I hailed them to come back. The man who was steering answered "We'll go ashore and land some men and came back." The ship was sinking very fast, and the water was as far aft as the foremast when I met the captain abaft the main hatchway. He told me to get the boats ready, and I told him that the sailors had deserted the the ship. I went to the saloon companion and got an axe. The chief officer got one at the same time. We cut the two after-lashings of the port lifeboat. We had no men to lift the boat out of the chocks. The captain was there, but he went over to the starboard side of the deck. Seeing the water rising to abaft the mainmast, I went to the starboard side, and found the lifeboat in the water, two quarter-boats capsized, and a lot of Chinese in the water holding on to the boats. The chief officer and myself went aft to see if we could get some life buoys; we got one, which the chief officer took himself. A few seconds afterwards I jumped into the water. When I came to the surface I saw no one but the two engineers and the chief officer. We got the hold of some wreckage and waited until we were picked up by the engineers' lifeboat. When I got into the boat it was crowded, and the chief engineer was lying senseless in the bottom of the boat. The chief mate and second engineer were also in the boat. A few minutes afterwards the third engineer was picked up. At this time we were a little more than a mile from the land. We could see no other boats but the lifeboat which was capsized, and on the bottom of which several people were hanging, and the boat that the sailors were in. While we were pulling in to the land a fishing boat was sailing in, we made for her and boarded her. We offered the master $30 to take us to Swatow; he agreed to do so, and we all went on board except the mate, second engineer, and six firemen, who returned to the wreck. I was sent by the chief officer in the junk to Swatow to report the loss of the ship. I met and communicated with the steamer *Douglas*, and reported. She was bound to Amoy. I afterwards got on board the lifeboat again, and went to Swatow about four hours afterwards. We arrived at Swatow about 4 p.m. The people who were with me in the junk had arrived at Swatow, together with the boat with the sailors.

By Captain Anderson—The boats were in good order and well supplied with oars, sails, and water. We made the same passage the first trip Captain Carnell had the ship.

By the Court—The ship struck on the 9th November in the forenoon, about 9.10 a.m. I cannot say exactly. The draft was 13 feet forward and 13 feet 4 aft. I cannot say if there was any iron in the cargo. I was three months in the *Glengyle*, and have been 11 months in the Company's service. The ship has not been swung to adjust the compasses during the time I was in her. I have never seen one of the Company's ships swung to adjust compasses since I have been in their employ.

By Mr. Cooper—There is always one officer on the bridge, two quartermasters, and two seamen in the pilot-house on the look out. I have never at any time seen anything to indicate the position of the rest on which we struck. I last saw the captain near the main hatch, up to the middle in water.

By Captain Anderson—After striking, the engines were stopped almost immediately. When the ship struck she stopped at once. When she went down I saw the High Lammocks bearing about S.E. Dome Island was a little on the port bow, and Three Chimney Bluff on the starboard beam. I think we struck on the half-tide reef, 1½ mile from Chimney Bluff and one mile from Dome Island.

By the Court.—I do not know if anyone was heaving the lead at the time of striking. We navigating by Admiralty Charts. They were new, but I do not know the dates. The boats were not fitted with patent lowering apparatus. The deviation on a W.S.W. course was 8 deg. Easterly. The captain took an azimuth the day before, and gave it to me though the chief officer to work out. The ship's head was S.W. when the azimuth was taken, and the result was 8 deg. Easterly deviation. The vessel has never been on shore to my knowledge. The boats were in the water for two days and two nights at Swatow on the voyage previously, or about 14 or 16 days before the wreck. They were not filled with water. There was a complete set of oars, sails, and breakers in each. We must have struck at nearly high water, as on arriving at Swatow the ships were just swinging to the flood.

William Bristow Ball, recalled, in answer to the Court, stated—When the boats were lowered in Swatow the plugs were taken out until they were about half-full of water. They were left so until the following day in the afternoon. I have been in the employ two years and three months out here in the coasting steamers. I have never seen any of the ships swung for the adjustment of compasses.

By Mr. Cooper.—I have never been through the Three Chimney Bluff passage before in the *Glengyle*.

Henry Batten stated—I was third officer of the steamer *Glengyle*. I hold a certificate which I produce. On the morning of the 9th Nov., it was my watch, commencing at 8 a.m. The captain told me to go down and get my breakfast soon after 8 o'clock. I was away about 20 minutes or half an hour. I returned to the bridge; I saw discoloured water on the starboard bow, and before I had time to speak the vessel struck. The captain was standing near the compass, and I was close alongside of him. As far as I can tell, she struck fairly stem on. I went off the bridge to call the carpenter to sound the well. I found him. He sounded, and told me there were 10 feet water in the hold. I went and informed the captain. He then gave orders to lower the sails down. I went forward to let go the fore-top sail halyards, but the water coming in over the bows very fast, I thought it was time to go aft to try and save life. I tried to get the men to get the port lifeboat clear, but they would not obey. I cut away some of the lashings myself to clear her, but the water came aft so quick that I was obliged to take to the main rigging. When the steamer went down, the lifeboat turned bottom up, and I got on top of her. There were seven people on her besides, five of the crew and two passengers. After some time a fishing boat came and picked us up. They took us on shore and we walked across the hill to a village on the other side of the Island. I requested the mandarin to send two boats round the island to see if any others were there, and if so to send them to Swatow. I got another boat from the mandarin. I and the compradore, 4 stevedores, and three Chinese passengers left Namoa that evening and arrived at Swatow about 7 a.m. the next morning.

By Mr. Cooper.—Most of the passengers were in the fore between-decks. At 8 a.m., when I took charge of the deck, we were off the Chelsea Rocks. I did not have time to observe the position of the vessel after coming up from breakfast. After striking, the ship's stern swung inshore. There were some signals made by the gong to the engine-room, but what they were I am unable to say. The captain asked me, "Where I thought we were," after striking. I replied, that I thought we were too near the shore. We could not have been more than half a mile from shore, as I saw the clothes of the people who were running up and down on the rocks of Namoa. We were so close that we bailed the ship's boat that pulled in shore from the wreck. I have not been through that passage before. I did not notice either Dome Island or Three Chimney Bluff. Great disorder prevailed among the sailors immediately after the ship struck. They went aft and took possession of the quarter-boat. I cannot say when the engines stopped. I do not know if the ship was insured or not. At 8 a.m. the last bearing I had was Chelsea Rocks, N.W. distant 1½ miles. We were steering W.S.W., and at 8 a.m. the course was altered to S.W. by W. She was steering that course until I left the deck. The lead was not going at, or before the time of striking. I did not sound after the vessel struck. The vessel sank in about 7 to 10 minutes. I have been about two months in the ship. At the time the ship struck, there were no fishing boats near the wreck. The boat that took me off came from Namoa Island. I last saw the captain standing near the after hatch. The last order I heard him give was to lower the sails down. At the time the ship struck, the captain was in the act of taking bearings. When I left the wreck, the fore-topsail-yard and top-gallant-mast and main-top-gallant-mast were out of the water. The ship went down head foremost, and she appeared to go right over the rock. The current was setting about a knot an hour to the Southward. We were well treated by the natives on Namoa Island. They gave the men clothes, rice, fish, and tea.

Alex. Law, stated—I was chief engineer of the steamship *Glengyle*. I produce my certificate. At the time the ship struck, I was standing near the engine-room. I went into the engine room. Two gongs were struck, one to slow and one to stop. The engines were not moved again after they were stopped. The water was in the stokehold in about 1½ minutes from the time of striking. The 4th engineer assisted me to stop the engines. When the fires were out (about 3½ minutes), I ordered everybody out of the engine room. When I went on deck I thought the land was about a mile off. It was a very clear morning. I assisted to get the lifeboat out, and then went to the after gangway. I cannot swim. I went down with the ship, and was picked up insensible by the firemen's boat. The captain asked me if we could go astern. I told him that the water was over the stoke hole plates. He said, "It is no use, get the boats out." The 4th engineer was assisting to get the lifeboat out. I did not see him again after the ship went down. The firemen were very orderly. The sailors were very insubordinate, and were on the port side. Three boats were launched only. There were five boats in the ship. The starboard quarter-boat, full of passengers, was capsized by the suction of the ship going down. The ship sank in about 8 to 10 minutes.

The Court was then adjourned.

The Court resumed at 10 a.m. on the 23rd instant.

Saidee, cautioned, stated—I was quartermaster, and was at the wheel at the time the ship struck. I went to the wheel at 8 o'clock. The third officer and the captain were on the bridge. A short time before the vessel struck, the third officer told the captain that they were too close to the land. Namoa Island was right ahead at this time. The captain said "What?" The third mate again said we were too close to the land. The captain said, "Starboard a little." The captain found fault with me for starboarding too much and asked me "Where I was going to?" When I starboarded the helm, the vessel struck. I took note of the time, it was exactly 7 to 9 a.m. The ship's head was S.W. by W. ½ W. We were steering that course from 8 o'clock. I was in the act of starboarding when she struck. The officers used a chart. I did not see the captain use one. I saw no indications of discoloured water. No one hove the lead from 8 o'clock until the time of striking, nor was it hove at all. Directly the ship struck, the captain went to the telegraph and sounded the gong twice. He gave no further orders in my hearing. I stood by the wheel as long as I could. The ship was going down by the head. I saw everybody running aft, and the tide was setting towards Namoa Island, at the rate of a mile an hour. I last saw the captain near the mainmast, as the ship was going down. I and the third officer were in the main rigging. The vessel's stern swung in towards Namoa Island after striking, distant half mile. All sail was set. I saw Chelsea Rocks at 8 a.m., and Namoa Island right abeam. When the ship struck, the ship's head was, by compass, W.S.W. There was no land ahead at the time.

Jappa, cautioned, stated—I was quartermaster. I was at the wheel at the time assisting to steer. We were steering along the land which was on the starboard beam, distant 1 mile, when she struck. There was no land ahead. Where the ship struck, there was no indication of any rocks. In day-time no lock out was kept except by the officer of the watch. There was no lead hove. The captain when the ship struck, telegraphed I gong to stop her, and then 2 gong to go astern. The firemen were Canton men, and the sailors were Ningpo men.

James Henry Scott stated—I am the head manager of Messrs. Butterfield & Swire in Shanghai. I knew Captain Carnell. He had been in the employ of the S.S.N. Co. for over two years. I know him, as master of a vessel, to be acquainted with the coast of China. He had had command of the steamer *Glengyle* since July last. I had every trust and confidence in him. To the best of my belief the vessel was insured. I cannot say if fully insured. She was not insured in Shanghai offices. There are no printed regulations as to look-outs and lead, &c. The *Glengyle* was the only steamer on the coast. Each master is cautioned to run no risk, but to take every care in the navigation of his vessel and not to run for the sake of making time, or quick passages. The *Glengyle* has never been on shore before to my knowledge. I can't believe but that a better look out was kept than that stated by the quartermasters.

John Bristow Ball, recalled, sworn, stated, in answer to the Court—We have one seaman and the officer of the watch on the bridge to look out at night-time after dusk, and two seamen in the wheel house steering with the quartermasters. There were always four men in the wheel house. In the daytime there was one officer on the bridge on watch, one quartermaster and two seamen at the wheel in the wheel house, and one quartermaster standing by to conn the ship outside on the bridge. The hand-leads are always ready for use. All the Chinese connected with the ship have been paid off since their arrival in Shanghai, and cannot now be found. The quartermaster not steering was outside the wheelhouse on the bridge. The men at the wheel could see ahead and eight points on each beam. There were six large windows in the wheelhouse, which were always open.

This concluded the evidence, and the Court was then cleared, it being intimated that the finding would be given at three o'clock in the afternoon. At that hour, the Court re-assembled, and delivered the following

FINDING:—

The Court, pursuant to an order from Henry Bedford Woollcombe, Esq., captain of H.M.S. *Thalia*, and senior naval officer present, being assembled, proceeded to investigate the circumstances attending the loss of the British steamship *Glengyle*, on the 9th day of November, 1875, off the island of Namoa, near Swatow, Master Amherst Carnell, No. of certificate 16,149 (official number 50,005), bound on a voyage from Amoy to Swatow, laden with a cargo of rice and wheat, and having deliberately weighed and considered the evidence in connection with the loss of the said ship, the Court is of opinion as follows:—

1.—That the *Glengyle* left Amoy on the 8th of November, 1875, at 9.55 p.m., with a cargo of rice and wheat, being then well found and in proper sea going order, bound for Swatow.

2.—That at 8 a.m. on the 9th November, 1875, she passed to S.E. of the Chelsea Rocks at the distance of between one and two miles.

3.—That from 7.45 a.m. to the time of the ship striking, she was under sole charge of her Master, Amherst Carnell.

4.—That at or about 8.45 a.m. on the 9th November, 1875, she struck on a rock forming probably, the N.E. portion of the rocks known as the Half Tide Reef, off the South-eastern Coast of the Island of Namoa, the weather being fine and clear with a gentle breeze from the N.E., the tide at the time being nearly high water, the current setting towards the land at the rate of a mile or so an hour.

5.—That the running on this rock was entirely due and owing to the negligent and reckless navigation on the part of Captain Amherst Carnell, the late Master of that ship.

6.—That the engines were at once stopped.

7.—That she remained on the rock about ten minutes, slipped off and sank at once.

8.—That after she struck no orders or directions were given by the master to provide for the saving of life and property. The first, second, and third officers made every exertion themselves to launch the boats, but were prevented owing to the want of discipline and insubordination evinced by the seamen who seized a boat, lowered her and left the ship in spite of orders to the contrary, the officers ordering them repeatedly to come back.

9.—That it is our belief that had proper steps been taken, the boat accommodation being amply sufficient, much loss of life would have been avoided.

10.—That though within a mile of land no casts of the lead were taken, notwithstanding the proximity of a well-known reef.

11.—That no look-out was kept except by the officer of the watch.

12.—That no observations were systematically taken to determine the deviation of the compasses.

13.—That at the time the ship struck the speed was 10.5 knots, all sail being set.

14.—That the certificate of registry, articles of agreement, official and ship's logs were lost with the vessel.

15.—That in returning the officers their certificates we are of opinion that the chief officer, Mr. John Bristow Ball, was guilty of neglect of duty as second in command in not having a hand at the lead in such close proximity to land, and also in not having a look-out kept by day as well as by night

LITERARY AND ART GOSSIP.

Some notes on the Epistle to the Romans have been left by the late Bishop Thirlwall for publication.

The King of Bavaria has appointed Professor Reber director of the Central Gallery of pictures at Munich.

The value of printed books exported from Great Britain in the last nine months was £646,443; last year, £627,951.

"From the Far North" is the title of the *St. James's Christmas Annual*, which will contain contributions from Mr. Walter Thornbury, Mr. Henry Kingsley, &c.

The Pope, says the *Chronique des Beaux Arts*, has recently bought a collection of very precious enamels belonging to M. Bossignani, an Italian amateur, and comprising many rare works of J. Sibilio.

Dean Stanley's many admirers will, the *Athenæum* says, be pleased to know that a third series of his "Lectures on the History of the Jewish Church" is in preparation. Mr. Murray is the publisher.

On the 7th ultimo two windows, one in memory of Bishop Sumner and the other in memory of Bishop Wilberforce, dedicated by the rector and parishioners, were unveiled at Stoke D'Abernon, Surrey.

The Free Library Committee of Wolverhampton has awarded a prize for the best essay on "How may trade unions be employed to the greatest advantage of Masters and men?" to Robert Stokes, a journeyman bricklayer of that town.

The first number of *The British Lyceum*, a publication which is to appear once a month, has just been issued. It contains much matter on a variety of subjects interesting to thoughtful readers; and the printing and paper are very good.

All people who take an interest in questions connected with moral philosophy will be glad to hear that Mr. Murray will issue this season a selection from the late Mr. Grote's posthumous papers, edited by Professor Bain, under the title of "Fragments on Ethical Subjects."

Mr. Kegan Paul's "Life of William Godwin" is at last to appear. As we have already announced, the book will contain letters, hitherto unpublished, by Shelley, Lamb, Coleridge, Mrs. Shelley, Godwin himself, Mary Woolstonecraft, and others.

The new drinking-fountain, presented by Lady Burdett-Coutts to Manchester, and erected at New Cross, in the densely-populated district of Ancoats, cost about £1,000. It stands on a raised centre, approached by three steps, and is supplied with troughs for dogs and animals.

M. Anspach, Chief Magistrate of Brussels, following in the track of M. Haussmann, is gradually transforming the Belgian capital into a miniature Paris. In order to stimulate the efforts of the architects he had adopted the ingenious idea of offering a prize of a thousand francs to whoever will build the finest house in the boulevard.

M. Legros has just completed an important portrait of the Lord Lieutenant of Ireland. This work is for presentation. The artist's friends will regret to learn that recently, just after an important etched plate was finished by him, a bottle of acid was accidentally upset over the surface, and the work greatly, if not, as we fear, irreparably injured.

A monument has just been erected over the grave of the Rev. Thomas Binney, in Abney Park Cemetery. It is a small obelisk on three plinths, in red granite, with the following inscription:—"In loving memory of Thomas Binney, born at Newcastle, 12th April, 1798; died in London, 24th February, 1874. 'I shall be satisfied when I awake in Thy likeness.'"

Dr. Wolanski has discovered in the Government archives at Milan many autographs of Galileo not mentioned in the Palanini collection, and relating especially to Galileo's negotiations with the Spanish Government for the adoption of his system of using the geographical longitude in navigation, and to his journey to Rome in 1624, when he went to offer his homage to Urban VIII.

The son of Hugh Miller is treading in his father's steps both as a geologist and a writer. He has written a biography of his father's lifelong friend, Sir Roderick Murchison, and he is engaged on the geological survey of England. By a curious coincidence, he made his *début* as a writer in the *Inverness Courier*, the same paper as that in which his father did, and under the same editor, Dr. Carruthers.

Mr. Street, R.A., has just finished the restoration of the interesting parish church of Bere Regis, in Dorset, the works having cost £7,000. The edifice is of the Norman transitional period, a portion being assigned to King John, who, during his short and troubled reign, had a palace in the vicinity. The church has a very elaborately carved roof. It was visited by the British Archæological Association on the occasion of their tour in Dorset.

For thirty-six years Mr. Delane has been connected with *The Times*. He was only twenty-two when, in 1839, he became Mr. Barnes's assistant editor, and two years later he became full editor—an instance of youthful precocity as remarkable in its way as Pitt's Premiership at the same age. Mr. Delane now finds it necessary, for the sake of his health, to take a lengthy holiday. It is stated that Dr. Dasent will, for a time, take his place.

Probably the most successful literary man now living, in so far as pecuniary profit is a test of success, is Mr. William Cullen Bryant, the American poet. But his wealth is due not so much to his poetry as to his journalism. For fifty years (next year) he has been connected with the *New York Evening Post*, and still writes in it, though he will enter his eighty-second year six weeks hence. He has done good work in that journal, and he has been abundantly rewarded.

Preparations are being made to place a statue of Grattan in front of Trinity College, between the college gate and the statue of King William. This locality will then have quite a group of remarkable statues—Edmund Burke and Oliver Goldsmith, two beautiful works, within the College quadrangle; Thomas Moore, about a perch from the same spot, opposite a facade of the Bank of Ireland (the ugliest statue in Christendom); William Smith O'Brien, at Carlisle-bridge; and William the Third and Henry Grattan, in friendly proximity before the "Irish Parliament House." On the centre of New Carlisle-bridge, which is about to be constructed the width of Sackville-street, it is probable that a statue of O'Connell will be ultimately placed.

The *Photographic News*, in speaking of "Photography and the Illustrated Press," gives some examples of the extent to which the latter is now dependent on the photographic art. At the office of the Paris *Moniteur Universel*, which is one of the most extensive printing and publishing establishments in France, arrangements are being made for large photo-printing works, as well as for producing coloured pictures by M. Léon Vidal's photo-chromic process. In this country photography is used to aid the artist in sketching to a great extent. One of these days, no doubt, the *Photographic News* believes, we shall have our papers illustrated by photographs *par el simple*, but even now photography has far more to do with the execution of the illustrations in our journals than most people may be aware of.

There are several noble churches in London and its suburbs which have been much injured architecturally and structurally by the additions and alterations of the last 200 years. St. Margaret's, Westminster, is one of the most conspicuous instances of this injury, and efforts are now being made for its thorough restoration. For this purpose a committee has been formed, consisting of the Duke of Buccleuch, the Dean of Westminster, Lord Hatherley, the Speaker of the House of Commons, the Rector, and several of the principal parishioners; and Sir Gilbert Scott has furnished a plan for the removal of the present cumbrous galleries, the re-seating of the floor, and other internal amendments. After the interior has been decorously restored it is hoped that the exterior will undergo some alterations. The original church was, no doubt, founded by Edward the Confessor, contemporaneously with the Abbey, for the benefit of the inhabitants residing outside the monastic buildings. The present building was erected in the reign of Edward I., and was considerably altered in that of Edward IV. The interior, though much impaired by recent incumbrances, retains all the features of a spacious and elegant Perpendicular church. It is the burial place of William Caxton, Sir Walter Raleigh, and numerous persons distinguished in Church and State. All the eminent preachers of former days, including Latimer, Usher, Tillotson, Burnet, Porteus, and a host of other dignitaries of the Church of England, as well as many celebrated divines of the days of the Commonwealth, have ministered within its walls. The beautiful east window was executed as a present from the magistrates of Dort to King Henry VII. on the occasion of the marriage of Prince Arthur to Katharine of Aragon, and its singularly eventful subsequent history is well known.

THE NEW AFRICAN EXPEDITION.

The first of the two letters recently from Mr. Stanley, commander of the *Daily Telegraph* and *New York Herald's* African Expedition, is published by the former journal on the 15th ulto. Mr. Stanley reports that on the 27th February last the Victoria Niyanza Lake, discovered by Captain Speke, was sighted and reached. The passage through Ugozo was marked by generally adverse circumstances; men died from fatigue and famine, many were left behind ill, and many others deserted. The Europeans, however, did their work heroically. Having been deserted by two successive sets of guides the expedition had to make its way across a wide wilderness during the first few days of the present year. Overcome by hunger, fatigue, and thirst, the weaker people lagged behind, and five strayed from the path and were never seen alive again. After great privations and several deaths the district of Suna, in Urimi, was reached. Here six more poor fellows died, and the sick list numbered thirty, constantly increasing during the few days' stay that was made. Edward Pocock here fell seriously ill of typhoid fever. Notwithstanding these impediments the temper of the natives necessitated the renewal of the march, and accordingly the entire camp proceeded to Chiwyu, 400 miles from the sea, where the young Englishman Pocock died and was buried. Two days' journey brought the expedition to Mangara, where Kaif Halleck, the carrier of Kirk's letter bag to Livingstone, and whom Mr. Stanley had compelled to accompany him to Ujiji in 1871, was brutally murdered whilst in the rear. At Vinyata only two days from Iramba, the "magic doctor," the great man of the valley, and the people appeared to be conciliated by presents, but they were observed to look with covetous eyes upon the goods.

"The morning of third day," says Mr. Stanley, "the magic doctor returned again to camp to beg for some more beads to 'make brotherhood with him.' To this, after some slight show of reluctance to give too much, I assented, and he departed apparently pleased. Half an hour afterwards the war-cry of the Waturu was heard resounding through each of the two hundred villages of the Leewumbu Valley. As we had heard the Wagogo sound such war notes upon every slight apparition of strangers, we imagined that the warriors of Ituru were summoned to contend against some marauders like the warlike Waramby or other malcontent neighbours, and, nothing disturbed by it, we pursued our various avocations. Some of our men were gone out to the neighbouring peel to draw water for their respective messes; others had wandered off to cut wood; others, again, were about starting to purchase food, when suddenly we saw the outskirts of the camp darkened by about a hundred natives in full war costume. Feathers of the bustard, the eagle, and the kite waved above some of their heads, the mane of the zebra and the giraffe encircled other swarthy brows, in their left hands they held bows and arrows, while in their right they bore spears. Remembering the pacific bearing of Livingstone when he and I were menaced by the cannibal Wabembe, I gave orders that none should leave camp until we could ascertain what this hostile proceeding meant, and that none should by any demonstration provoke the natives. While we waited to see what the Waturu intended to do, their numbers increased tenfold, and every bush and tree hid a warrior. When the Waturu had become so numerous that we no longer doubted they were summoned to fight us, I despatched a young man who knew their language to ascertain their intention. As he advanced towards them six or seven warrior drew near to talk with him. When he returned he informed us that one of our men had stolen some milk and butter from a small village, and that we must pay for it in cloth. The messenger was sent back to tell them that white men did not come to their country to rob or quarrel; that they had but to name the price of what was stolen to be paid at once, and that not a grain of corn or millet-seed should be appropriated by us wrongfully. Upon this the principal warriors drew nearer, until we could hear their voices plainly, though we did not understand the nature of the conversation. The messenger informed us that the elders demanded four yards of sheeting, which was about six times the value of the stolen articles; but at such a moment it was useless to haggle over so trifling a demand, and the cloth was paid. When it was given to them the elders said they were satisfied, and withdrew. It soon became evident, however, that though the elders were content the warriors were not, as they could be seen hurrying by scores from all parts of the valley, and gesticulating violently in crowds. Still we waited patiently, hoping that if the old men and principal warriors were really well disposed towards us their voices would prevail, and that they would be able to assuage the wild passions which now seemed to animate the others. As we watched them we noted that about two hundred detached themselves from the gesticulating crowds east of the camp, and disappeared hurrying to the thick bush west of us. Soon afterwards one of my men returned from that direction bleeding profusely from the face and arm, and reported that he and a youth named Sulliemau were out collecting firewood when they were attacked by a large crowd of savages, who were hidden in the bush. A knobstick had crushed the man's nose and a spear had severely wounded him in the arm, but he had managed to escape, while Sulleman was killed, a dozen spears having been plunged into his back. This report and the appearance of their bleeding comrade so excited the soldiers of the expedition that they were only with the utmost difficulty restrained from beginning a battle at once. Even yet I hoped that war might be prevented by a little diplomacy, while I did not forget to open the ammunition-boxes and prepare for the worst. But much was meanwhile to be done. The enclosure of the camp required to be built up, and something of a fortification was necessary to repel the attack of such a large force. While we were thus preparing without ostentation to defend ourselves from what I conceived to be an imminent onslaught, the Waturu advanced upon the camp, and a shower of arrows fell all round us. Sixty soldiers, held in readiness, were at once ordered to deploy in front of the camp, fifty yards off: the Wanguana, or freemen of Zanzibar, obedient to the command, rushed out of the camp, and the battle commenced. Immediately after, these sixty men, with axes, were ordered to cut bushes and raise a high fence of thorn around the camp, while twenty more were employed to throw up lofty platforms like towers within, for sharp-shooters. We busied ourselves in bringing the sections of the Lady Alice inside to make a central refuge for a last resistance, and in otherwise strengthening the defences. Every one toiled with a will, and while the firing of the skirmishers, growing more distant, announced that the enemy was withdrawing, we were left to our task unmolested. When the camp was prepared I ordered the bugler to sound the retreat, in order that the savages might have time to consider whether it was politic for them to renew the fight. The skirmishers now returned, and announced that fifteen of the enemy were killed, while a great many more were wounded and bore off by their friends. All my men had distinguished themselves—even 'Bull,' my British bull-dog, had seized one of the Waturu by the leg, and had given him a taste of the power of the sharp canines of his breed before the poor savage was mercifully despatched by a Snider bullet. We rested that day from further trouble, and the next morning we waited events until nine o'clock, when the enemy appeared in greater force than ever, having summoned their neighbours all round to assist them. I selected four experienced men to lead four several detachments, and gave orders that they should march in different directions through the valley, and meet at some high rocks distant five miles off; that they should seize upon all cattle, and burn every village as soon as taken. Obedient to the command they sallied forth from the camp, and thus began the second day's fight. They were soon vigorously engaged with the enemy, who fled fast and clamorous before them to an open plain on the banks of the Leewumbu. The detachment under Farjalla Christie became too excited, and because the enemy ran imagined that they had only to show themselves to cause every native to fly; but once on the plain—having drawn them away into isolation some miles from any succour—the negroes turned upon them and slaughtered the detachment to a man, except the messenger, who had been detailed to accompany the party in order to report success or failure. I had taken the precaution to send one swift-footed man along with each detachment for this purpose. The messenger came from Farjalla to procure assistance, which was at once despatched, though, indeed too late to aid the unfortunate men, but not too late to save a second detachment from a like fate, for the victorious enemy, after slaughtering the first division, had turned upon the second with the evident intention to cut up in detail the entire force opposed to them. When the support arrived they found the second detachment all but lost. Two soldiers had been killed; the captain, Feraji, had a deep spear wound in his side; the others were hemmed in. A volley was poured into the rear of the astonished enemy, and the party was saved. With their combined forces our people discharged a second volley, and then continued their march almost unopposed to the northern and eastern extremity of the valley. Meanwhile, smoke was seen issuing from the south-east, informing us that the third and fourth detachments were pursuing their way victoriously; and soon a score or more villages were enwrapped in dense volumes of smoke. Even at the distance of eight miles we beheld burning villages, and shortly after the blazing settlements to the north and east announced our triumph on all sides. Towards evening the soldiers returned, bringing cattle and an abundance of grain to the camp; but when the muster-roll was called I found I had lost 21 men, who had been killed, while 35 deaths of the enemy were reported. The third day we renewed the battle with 60 good men, who received instructions to proceed to the extreme length of the valley, and destroy what had been left on the previous day. These came to a strong and large village on the north east, which, after a slight resistance, they entered, loading themselves there with grain, and afterwards setting the village on fire. Long before noon it was clearly seen that the savages had had enough of war, and were quite demoralised, so that our people returned through the now silent and blackened valley without molestation. Just before daybreak on the fourth day we quitted our camp and continued our journey north-west, with provisions sufficient to last us six days, leaving the people of Ituru to ponder on the harsh fate they had drawn on themselves by their greed, treachery, and wanton murderous attack on peaceful strangers. I had started from the coast with over 300 men; but when I reviewed the expedition at Mgongo Tembo, in Iramba, which we reached three days after departing from the scene of our conflict, I found I had but 194 men left. In less than three months I had already lost by dysentery, famine, heart disease, desertion, and war, over 120 men natives of Africa, and one European. I have not now the time—for my work is but beginning—to relate a tithe of our adventures, or how we suffered."

Marching away from false Ituru with this diminished force, Mr. Stanley lost yet another 28 soldiers and *pagazis* in the 30 days elapsing before he reached the waters of the Victorian Sea. Thus he stood upon the shores of the lake with 166 followers and two European companions, but with his stores and equipments still ample, and the marvellous task safely accomplished of carrying the Lady Alice through all those 720 miles of African wilderness. He had achieved this immense labour in the unprecedented space of 103 days, including all haltings and fightings. Arrived upon the lake shore, he camped at Kagehyi, and proceeded to put together and to launch his little vessel, which, built at Teddington, transported to Zanzibar, and carried across the African jungle, had already performed a sufficiently curious voyage. It will be seen in the forthcoming despatch, which the *Daily Telegraph* will publish on Monday, how Mr. Stanley, having embarked, leaving his camp at Kagehyi under Francis Pocock, explored all the eastern and northern coast of the Great Water round to Mtesa's city, at the mouth of the Victoria Nile. There he gave letters to M. De Bellefonds, a French officer of Colonel Gordon's expedition, which have not yet come to hand; but our contemporary possesses his map of the circumnavigation, and also the second despatch forwarded upon his return by the west shore to Kagehyi, where, unhappily, he found that another of his white companions, Frederick Barker, had, in his absence, died. Thus he was left with Francis Pocock, and about 160 black followers at the date when the silence of the African wilds again envelopes him and his; but his tone is one of the fullest confidence, and his equipment for fresh journies and discoveries is spoken of by him as abundant. With regard to the Great Lake, it will be found amply described in the next letter. It appears to lie at an altitude even exceeding that estimated by Speke, and this correction, of course, would give it fresh importance as a fountain of the Nile. Mr. Stanley took especial pains before quitting England to perfect himself in all those methods of observation so necessary to travellers, since upon them and their results scientific geographers depend, and for them chiefly look. It may be observed that Mr. Stanley differs from Captain Speke in the spelling of the Niyanza, which he writes as it is pronounced both by the Arabs and the natives—"Niyanza," or "Nee-yanza."

One of the sweetest things about a young and budding love is the way in which she will smooth the hair so gently off your brow, and then smile tenderly in your face, and show that about four of her back teeth are gone.

New Probabilities.—When you see a man going home at two o'clock in the morning and know his wife is waiting for him, it is likely to be stormy. When a man receives a bill for goods his wife has bought unknown to him, look out for thunder and lightning. When a man goes home and finds no supper ready, the fire out, and his wife visiting the saloons "with the rest of the boys," it is likely to be cloudy. When a man promises to take his wife to a party and changes his mind after she is dressed, you may expect a shower. When a man saves his cigar money to buy his wife a new bonnet, and his children new shoes, it indicates a spell of sunshine. When a man dies and leaves a nice young widow with plenty of money, and you see her walking out with the executor on Sunday afternoon, a change is imminent.

COMMERCIAL INTELLIGENCE.

OPIUM.

MONDAY, 29th November.

The market for Bengal drug has kept quiet to-day, with sales of but a few chests of both kinds, New Patna at $620, and New Benares at $595. Sales of New Malwa at $590, with a reduction of from one and a half to two catties. In old drug nothing done.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 4/0
Bank Bills, at 30 days' sight 4/0¼
Bank Bills, at 6 months' sight 4/0¾
Credits, at 6 months' sight...... 4/1¼
Documentary Bills, at 6 months' sight 4/1¼
ON BOMBAY.—Bank, on demand 221½
ON CALCUTTA.—Bank, on demand 221½
ON SHANGHAI.—
Bank, sight 72
Private, 30 days' sight 72¾

SHARES.

Hongkong and Shanghai Bank Shares—3 per cent. discount.
Union Insurance Society of Canton, new shares—$650 per share.
China Traders' Insurance Company's Shares—$1,875 per share.
China and Japan Marine Insurance—Tls. 105 per share.
Chinese Insurance Company.—$212 per share.
Hongkong Fire Insurance Company's Shares—$542½ per share.
China Fire Insurance Company's Shares—$149 per share.
Victoria Fire Insurance Company's Shares—$169 per share.
Hongkong and Whampoa Dock Company's Shares—30 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—Par.
Shanghai Steam Navigation Company—Tls. 72 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—50 per cent. discount.
Chinese Imperial Loan—£103.

SALES ON NOVEMBER 29TH, AS REPORTED BY CHINESE.

White Sugar, 200 bags, at $5.25, by Hop-hing to local trader.
White Wax, 3 pieces, at $78.50, by Hop-hing to travelling trader.
White Sharksfins, 4 packages, at $61.50, by Hop-hing to travelling trader.
Vermicelli, 50 bags, at $8.30, by Kwong-sang-tai to travelling trader.
Dried Lily Flowers, 10 bags, at $9.00, by Kwong-fook-wo to travelling trader.
Fungus, 15 bags, at $35.50, by Kwong-fook-wo to travelling trader.
Red Dates, 300 bags, at $2.95, by Yue-hing to travelling trader.
Red Melon Seeds, 4 tubs, at Tls. 9.5.0.0, by Chun-tak-cheong to travelling trader.
Potato Flour, 40 bags, at Tls. 1.7.6.0, by Kwong-wing-shing to travelling trader.
Brown Sugar, 340 bags, at $2.43, by Kwong-wing-shing to local trader.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via SUEZ CANAL	Achilles (str.)			Butterfield & Swire	On or about 3rd prox.
Do. AND HAMBURG	Galatea (str.)	Böhme		Siemssen & Co.	Quick despatch.
Do.	Admiral Devoulx	Carrique	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Huntley Castle	Hughan	Whampoa	A. MacG. Heaton	Quick despatch.
Do.	Alexandra	Thos. Bulman	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Laju	MacWhirter	Hongkong	A. MacG. Heaton	Quick despatch.
HAMBURG	Monsoon	Geo. Hunter	Whampoa	Wm. Pustau & Co.	Quick despatch.
NEW YORK	Pilgrim	Fowle	Whampoa	Russell & Co.	Quick despatch.
Do.	Meteor	Dircksen	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO via Y'HAMA	Oceanic (str.)		Hongkong	O. & O. S. Co.	To-morrow, at 3 P.M.
Do.	City of Tokio (str.)			P. M. S. S. Co.	On 15th prox., at 3 P.M.
CALLAO	Fray Bentos	Ramon Mota	Hongkong	J. J. dos Remedios & Co.	Quick despatch.
SINGAPORE, BRISBANE, &c.	Singapore (str.)	J. H. Peake	Hongkong	Gibb, Livingston & Co.	On 4th prox., at noon.
Do. BOMBAY, &c.	Golconda (str.)	Anderson		P. & O. S. N. Co.	On 9th prox., at noon.
SAIGON, SINGAPORE, &c.	Hoogly (str.)	Gauvain	Hongkong	Messageries Maritimes	On 2nd prox., at noon.
YOKOHAMA	Orissa (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Ceylon (str.)			P. & O. S. N. Co.	Quick despatch.
SWATOW, AMOY & FOOCHOW	Yesso (str.)	F. Ashton	Hongkong	Douglas Lapraik & Co.	On 2nd prox., daylight.

For Sale.

FOR SALE.

COLOGNE WATER and GENERAL PERFUMERY, from EDOUARD PINAUD and Co.
Double FOWLING-PIECES, Lefaucheux, and REVOLVERS.
DE SAINT MARCEAUX ET CIE.'S CHAMPAGNE, Carte Noire and Carte Blanche, Pints and Quarts.
Fresh SALAD OIL, at $4.50 per dozen.
Old Cognac BISCUIT DUBOUCHE and other Brands.
Dépôt de la Compagnie Fermière de Vichy, any Springs, at $3 per doz.
A good Breakfast CLARET, at $2.50 per dozen (2 different kinds).
GRAND VIN DE SILLERY, at $12 per dozen.
Dépôt of the well-known INKS, from Messrs. ANTOINE ET FILS (of Paris).
CLARET, in Casks, &c., &c., &c., at very moderate prices.
L. THEVENIN,
44, *Queen's Road, and* 11, *Stanley Street.*
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Apply to
DEETJEN & Co.,
Sole Agents for China and Japan.
tf 144 Hongkong, 23rd January, 1875.

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SPIRITS of WINE, for Lamps,
$3 per Dozen.
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HONGKONG DISTILLERY Co.
1209 Hongkong, 6th August, 1875.

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BEST TAKASIMA COAL, fresh from the Pit, in Lots to suit Purchasers, at $8 per Ton, ex Godown.
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San Francisco...Mr. L. P. FISHER, 21, Merchants' Exchange.
New York..........Messrs. S. M. PETTINGILL & Co., 37, Park Row.
Hongkong, 2nd January, 1875.

炭 煤 記 榮
WING-KEE COAL SHOP.
THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.
1y 1447 Hongkong, 23rd September, 1875.

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FOR LONDON, *via* SUEZ CANAL.
THE Company's Steamship
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will be despatched on or about the 3rd Dec.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1719 Hongkong, 19th November, 1875.

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE
(*Calling at* SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN, *and* KEPPEL BAY, *to land Mails and Passengers.*)
THE Eastern and Australian Mail Steam Company's Steamer
"SINGAPORE"
will be despatched as above on SATURDAY, the 4th December, at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., *Agents.*
1734 Hongkong, 22nd November, 1875.

STEAM TO YOKOHAMA.
THE P. & O. S. N. Co.'s Steamship
"ORISSA,"
will leave for the above place shortly after the arrival of the S.S. *Ceylon* with the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office, Hongkong, 27th November, 1875. [1755

STEAM TO SHANGHAI,
(*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.)
THE P. & O. S. N. Co.'s Steamship
"CEYLON"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office, Hongkong, 27th November, 1875. [1756

FOR LONDON.
To follow the "Huntley Castle."
THE *A* 1 British Ship
"LAJU,"
MacWhirter, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
OR
DEACON & Co., *Canton.*
1753 Hongkong, 26th November, 1875.

FOR LONDON.
THE *A* 1 British Ship
"ALEXANDRA,"
Thos. Bulman, Master, will load here and at Whampoa, and will have quick despatch as above. For Freight, apply to
VOGEL, HAGEDORN & Co.
1721 Hongkong, 19th November, 1875.

FOR NEW YORK.
THE *A* 1 German Bark
"METEOR,"
Dircksen, Master, 595 Tons Register, having the greater portion of her Cargo engaged, will have immediate despatch.
VOGEL, HAGEDORN & Co.
1658 Hongkong, 9th November, 1875.

FOR LONDON.
THE French Bark
"ADMIRAL DEVOULX,"
Captain Carrique, will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1539 Hongkong, 15th October, 1875.

FOR LONDON.
THE *A* 1 British Ship
"HUNTLEY CASTLE,"
Hughan, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
A. MACG. HEATON, *Hongkong;*
DEACON & Co., *Canton.*
1683 Hongkong, 12th November, 1875.

FOR NEW YORK.
THE *A* 1 American Ship
"PILGRIM,"
Captain Fowle, will load here and at Whampoa and will have quick despatch as above.
For Freight, apply to
RUSSELL & Co.
1649 Hongkong, 6th November, 1875.

FOR HAMBURG (*Direct.*)
THE *A* 1 British Barque
"MONSOON,"
Geo. Hunter, Master, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to
WM. PUSTAU & Co.
1657 Hongkong, 9th November, 1875.

FOR CALLAO.
THE *A* 1 Peruvian Ship
"FRAY BENTOS,"
Ramon Mota, Master, will meet with quick despatch as above.
For Freight, apply to
J. J. DOS REMEDIOS & Co.
1616 Hongkong, 1st November, 1875.

TRADE MARK.
ON A WREATH,
A LION RAMPANT GARDANT,
HOLDING A CROWN PROPER.
ELLWOOD'S
HATS AND HELMETS.

NOW ON SALE.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.
Apply at the *Daily Press* Office.
Hongkong, 1st February 1875.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

NOTICE.
IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.
The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.
Hongkong, 23rd February, 1874.

Vessels on the Berth.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.
THE S. S. *OCEANIC* will be despatched for San Francisco, *via* Yokohama, on WEDNESDAY, the 1st December, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.
Connection is made at Yokohama with Steamers from Shanghai.
Freight will be received on board until 4 P.M. of the 30th instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.
Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.
For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.
G. B. EMORY, *Acting Agent.*
Hongkong, November 2nd, 1875.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS, AND PORT LOUIS.
ON THURSDAY, the 2nd December, 1875, at Noon, the Company's Steamship "*HOOGLY*," Commandant GAUVAIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 1st December, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND, *Principal Agent.*
Hongkong, 26th November, 1875.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GOLCONDA*," Captain ANDERSON, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 9th December, at Noon.
Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 8th.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.
Shippers of cargo for Bombay are requested to take note, that the Steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.
The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 27th November, 1875.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.
THE S.S. "*CITY OF TOKIO*" will leave Hongkong for San Francisco, via Yokohama, on WEDNESDAY, the 15th December, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, via OVERLAND RAILWAYS.
A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.
At New York, Passengers have selection of various lines of steamers to England, France, and Germany.
Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B. EMORY, *Acting Agent.*
Hongkong, November 15th, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.
NOTICE.
AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓%) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.
On risks to all other ports, the brokerage will be ten per cent. (10%) only.
WM. PUSTAU & Co., *Agents.*
tf 131 Hongkong, 21st January, 1874.

Post-Office Notifications.

A mail will close
For Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Rockhampton, Keppel Bay, Brisbane, Sydney, Tasmania, and Melbourne.—Per *Singapore*, on Saturday, the 4th December, at 11.15 A.M.

MAILS BY THE UNITED STATES' PACKET.
The United States' Mail Packet "*OCEANIC*" will be despatched on WEDNESDAY, the 1st December, at 3 P.M., with the Mails—
For Yokohama, San Francisco, the United States, and the United Kingdom.
The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.
Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.
The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.
Correspondence addressed to Yokohama and the United States must be superscribed per "*OCEANIC*," and that addressed to the United Kingdom must be superscribed "*via San Francisco.*"
ALFRED LISTER, *Postmaster-General.*
General Post Office, Hongkong, 15th November, 1875.

MAILS BY THE FRENCH PACKET.
The French Contract Packet "*HOOGLY*" will be despatched on THURSDAY, the 2nd December, with Mails to and through the United Kingdom *via Marseilles*; to Europe, Saigon, Singapore, Galle, Australia, New Zealand, Aden, Seychelles, Reunion, Mauritius, Suez, and Alexandria.
The following will be the hours of closing the Mails, &c.:—
Wednesday, Dec. 1st,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.
Thursday, Dec. 2nd,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) *addressed to the United Kingdom or to Singapore* may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.
ALFRED LISTER, *Postmaster-General.*
General Post Office, Hongkong, 19th November, 1875.

MAILS BY THE ENGLISH PACKET.
The English Contract Packet *GOLCONDA* will be despatched with the Mails for Europe, &c., on THURSDAY, the 9th Dec.
The following will be the hours of closing the Mails, &c.:—
Wednesday, 8th Dec.,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.
Thursday, 9th Dec.,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., *Letters* may be posted on payment of a LATE FEE of 18 cents extra Postage, until
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *via Brindisi*, or to Singapore, may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.
11.50 A.M., Posting on Board ceases.
ALFRED LISTER, *Postmaster General.*
General Post-Office, Hongkong, 27th November, 1875.

Arrangements have been made for the Registration of Correspondence exchanged between the United States of America and this Colony by Pacific Mail Packets of the Occidental and Oriental Steam Ship Company.
The Registration Fee will be 8 cents for each letter, over and above the Postage. This fee, as well as the Postage, must be prepaid.
No letters can be Registered after 2 P.M. on the day of departure of the Mail.
ALFRED LISTER, *Postmaster-General.*
General Post Office, Hongkong, 11th November, 1875.

The following reduced Rates of Postage will take effect from this day:—

	Letters. Cents.	Newspapers. Cents.	Books & Patterns. Cents.
PORTUGAL,— Viâ Southampton,	34 per ½ oz.	6	8 per 2 oz.
AZORES ISLANDS,— Viâ Brindisi, Viâ Marseilles,	40 per ½ oz.	8	14 per 2 oz.
Viâ Southampton,	34 per ½ oz.	6	8 per 2 oz.
CANARY & MADEIRA ISLANDS,— Viâ Brindisi, Viâ Marseilles,	34 per ½ oz.	8	12 per 2 oz
Viâ Southampton,	28 per ½ oz.	6	6 per 2 oz.
HONOLULU AND HAWAII,— Viâ Brindisi, Viâ Marseilles,	38 per ½ oz.	10	14 per 2 oz.
Viâ Southampton,	30 per ½ oz.	8	8 per 2 oz.

ALFRED LISTER, *Postmaster General.*
General Post Office, Hongkong, 5th August, 1875.

The Postmaster at San Francisco has given notice that letters despatched from this Colony (whether through the Post Office, or as consignees' letters) by the United States Mail Packets, will not be forwarded to any places not within the United States unless the proper Postage from America to such places be prepaid in *American* Postage Stamps, but will be returned to this Office.
Such letters should either be prepaid in both Hongkong and American Stamps as above, or posted to an Agent in the United States.
This notice chiefly applies to the following places, the American rates of Postage to which are as follows:—

	LETTERS. Cents.	NEWS-PAPERS. Cents.	BOOKS. Cents.
Honolulu	6 per ½ oz.	2	4 per 4 oz.
Brazil	15 „ ½ oz.	—	—
Peru, Chili, &c.	22 „ ½ oz.	—	10 per 4 oz.

ALFRED LISTER, *Postmaster General.*
General Post Office, Hongkong, 12th July, 1875.

It is hereby notified that the rates of postage chargeable henceforth on *Letters* addressed to the United Kingdom, and to places beyond the United Kingdom, when forwarded by French Packet, will be the same as those chargeable on Letters forwarded by British Packet viâ Brindisi.
F. W. MITCHELL, *Postmaster General.*
General Post Office, Hongkong.

It is hereby notified that henceforward the postage on letters addressed to Newfoundland which must be paid in advance, will be as follows, viz.:—
When forwarded viâ Brindisi } 34 cents each ½-ounce.
When forwarded viâ Marseilles } 34 „ „
When forwarded viâ Southampton } 28 „ „
F. W. MITCHELL, *Postmaster General.*
General Post-Office, Hongkong.

Arrangements having been made under which Mails for London arriving at Suez from China by Private Ships will be forwarded to destination viâ Brindisi, it is hereby notified that the rates of postage, *which must be paid in advance*, on correspondence addressed to the United Kingdom so forwarded, will be as follows, viz.:—
For Letters .... 24 cents per half ounce
For Newspapers .... 8 „ each.
For Books and Patterns { not exceeding 1 ounce 4 cents. / „ 2 „ 6 „ / „ 4 „ 12 „ / every additional 4 „ 12 „
F. W. MITCHELL, *Postmaster General*
General Post Office, Hongkong.

Extracts.

A DEAD HEART.

Look at this fragment of an ashen gray,
Here, hold it in your hand, 'tis hard and cold,
You cannot hope a gem's resplendent flash
From such opaque and unresponsive mold.

And yet 'twas lava—born of central fires,
Fierce, warm, and glowing, palpitant like breath,
But falling on a dull unanswering rock
It faded slowly into chilly death.

Now take it, carve it to the hour's small need,
And wear it proudly as a work of art;
It has forgotten years and years ago,
The fiery rapture that once filled its heart.

—*Scribner's Monthly.*

THE BROKEN DISH.

In these days of enthusiasm about ceramic art, says *Scribner's Monthly*, these verses of Tom Hood's, the moralising of a footman over a broken dish, may be read with a new interest:—

"What's life but full of care and doubt,
With all its fine humanities;
With parasols we walk about,
Long pigtails and such vanities.

"We plant pomegranate trees and things,
And go in gardens sporting,
With toys and fans of peacock's wings,
To painted ladies courting.

"We gather flowers of every hue,
And fish in boats for fishes,
Build summer-houses painted blue—
But life's as frail as dishes.

"Walking about their groves of trees,
Blue bridges and blue rivers,
How little thought them two Chinese
They'd both be smashed to shivers."

THE COUNT AND THE MARSHAL.

Count Jaubert had attacked Marshal Soult with a number of epigrams, and the Marshal meeting him at a reception of the Court of Louis Philippe, turned his back upon him just as the Count was coming forward to speak to him, and this in the presence of thirty people.—"Monsieur le Marechal," said Jaubert quietly, "I have been told that you consider me one of your enemies. I see with pleasure that it is not so." —"Why not, Sir?" demanded Soult,— "Because," said Jaubert, "you are not in the habit of turning your back to the enemy." —The Marshal held out his hand, and the Count's success was complete.

THE LONDON POLICE COURTS.

The following amusing sketches are quoted from *Blackwood's Magazine* for October:—

THE BLIND FIDDLER.

"An old blind man and a little girl were placed in the dock. A constable stated that whilst he was on duty in the street a gentleman had called the child and gave her a half-penny, and then ordered him to take her into custody; 'I could not leave the old blind man in the street,' said the officer, 'so I brought them both before your worship.' The magistrate inquired whether the old man was known to the police as an habitual beggar. 'Oh, no,' was the reply. 'He gets his living by fiddling for the sailors. The little girl is his grandchild, and leads him about. He may have begged now and then when he's very hard up, but it's very seldom, if at all.' The magistrate discharged the prisoners, and almost immediately afterwards the gentleman who had given the halfpenny to the child, and then given the child into custody, entered, and took his seat by the side of the magistrate, who told him he had dismissed the case. 'I am very sorry for it,' he said. 'It would have been a very good thing for that child if you had sent her to an industrial school.' 'And what would her grandfather have done without her?' asked the magistrate. 'He might have got a dog!' was the reply. Such is benevolence when it runs mad!"

THE MAN WITH "SEVEN OF THEM."

"A man was summoned to show cause why he should not contribute to the support of his son, who had been sent to an industrial school. We will tell his own story as nearly as we can in his own words:—'I call this hard lines. Here you've took away my boy, and now wants me to pay for him. I wants my boy back again, I've seven on 'em, besides one as I keeps, as belonged to a mate of mine as was killed in the docks by a fall two years ago, and his mother died in the hospital, and I've kep' him since amongst mine, and I never asked for no help from the parish or nobody—not a fardin. It aren't feasible that I should send my boy out to beg.—Wandering, was he? why I send him out for a walk, as the doctor said it would do him good, and he never come back.—Looked bad, did he? He was likely to look bad when he'd been down in the fever for a month. —Ragged, was he? Why it's likely when I'd locked up his best clothes that he might go down decent to the country where I'd been saving up money to send him to get him out of the fever, as the doctor said. It's hard I have to work to get clothes at all for some on 'em—and you takes him away and locks him up and sends him to prison.— School, is it? Well it's all one, and now you wants me to pay for him. I wants my boy back again. That's what I wants." The magistrate directed inquiries to be made into the case. The story was found to be true, and the result was that the child was restored to his father.

THE COAT-TAIL PEEPING FROM THE COAL CUPBOARD.

"A smart-looking young woman stepped forward to tell her wrongs. She related how, passing the door of one of her fellow-lodgers, she heard her husband's voice inside, and, availing herself of the key hole for the purpose of observation, saw him sitting with his arm encircling the waist of Mrs. Perkins. Thinking that where husband was, the wife ought to be welcome too, she tried to open the door; it was fastened. She knocked: after a suspicious period of delay it was opened, and there stood Mrs. Perkins *alone*, looking the picture of innocence. 'I looks round, your worship; I sees my villain's coat-tail a-sticking out of Mrs. Perkin's coal-cupboard. I pulled him out, and I scratched his face, I did, and he can't deny it. And I wants your worship's advice what I'm to do with him; and I puts it to your worship, what would be the feelings of your worship's good lady if she saw your worship's coat-tail a-sticking out of another lady's coal-cupboard?'"

A YOUNG WOMAN'S TROUBLES.

"'Please your worship,' says a young Irishwoman, 'I was setting on the pavement forenenst my own door with my feet in the kennel when Mrs. M'Carthy comes up the court with a dhrop taken and blunders over my legs. "Get up out of that," says she, "ye cock-nosed ——." I wouldn't mintion to yer worship the baste she called me, but I never seed none of that name that hadn't four legs, and I've only two, and most of 'em has horns,—and I'm the mother of seven childher, barrin two that I've buried, and here's my marriage lines. "And if it pleased the Lord to cock my nose, that's no concern of yours, Mrs. M'Carthy," says I; "and if I'd had the makin' of my own nose I'd have had as straight a nose as any lady in the court; and if it's fighting you want, Mrs. M'Carthy," says I, "if you'll wait till my trouble's over,"—for I don't know from this hour to that when that'll be, and it may be this blessed minut that I'm spakin to your worship,—"I'll fight ye like a lady;" and with that, yer worship, she lays hould of shoulder with all the teeth she has, and that's not many, for Jim M'Carthy,—that's her husband as she calls him,—knocked out four of em at Larry Regan's wake,—and began to ate me like a dog: and I wish yer worship would bind her to the peace till my trouble's over, for I'm in fear of my life with her and her faction.'"

AN EPISODE IN RAILWAY TRAVELLING IN INDIA.

A correspondent of the London *Figaro*, writing from Bengal, writes as follows:— While waiting, a short time ago, for the arrival of a train at a small station, not far from Allahabad, on the East India Railway line, I witnessed a curious little episode in Oriental life. The station platform had just become crowded with natives, intending passengers, when my eye, amidst all the hurry and confusion, was caught by a small *dooly*, or litter, occupied by an old woman, who, I learned, had been brought a short time previous from a distant village to die on the banks of the sacred river, the Ganges; but having failed, somewhat selfishly indeed, to carry out the programme devised by her friends, was now on her way home again, under the joint guardianship of her three daughters. But the way home again was not destined, apparently, to be a very smooth one; for, after an interval of a few minutes, a native official appeared on the scene, and informed the *cortége* that their charge, being in a moribund state, would not be permitted to travel by train, nor could entreaties, both long and earnest, obtain a reversal of the sentence, which, though a little harsh, perhaps, was still purely a matter of duty. And with their troubles came as usual condolence, advice, counter advice, argument, expostulation, and a Babel of tongues, until at last, on a touching appeal from the daughters as to what they were to do with their mother, an adviser suggested feelingly that they had better burn her, and another decisively that burial was highly expedient as a saving of time and money. To both these methods the daughters objected, urging, with a certain air of filial piety, that she was not dead; but that plea was overruled on the truly philosophic grounds that the old woman, in any case, *could* not last long. And the old creature herself? Well, she was too weak to speak, or even to move; but she could look, and look she certainly did, into one face and then into another, while pleasant alternative of burning or burial alive was under discussion. At length, however, some definite conclusion had evidently been arrived at, for, after a whispered colloquy between the girls themselves, followed by a conversation between them and one of the railway officials, and which, from the emphatic gestures used, seemed to be persistent pleading on the one side, met with persistent refusal on the other, the whole *cortége* moved off the platform in the direction of the road outside. They were not long absent, for which I was standing, speculating as to the ultimate disposal of the patient, and just as the train came in sight, the girls returned without the *dooly*, but accompanied by a coolie, carrying on his head a moderate-sized bundle, which he carefully deposited on the weighing machine, close to which a number of natives, and a few of the officials on duty, were standing at the time. There was a short pause in the buzz of voices then a slight altercation, and then a perfect roar of laughter. The old woman, who, like Nero's mother, would not die when required, was made up as securely as a mummy, being tendered by her daughters as luggage for dispatch by passenger train!

EDIBLE BIRDS' NESTS.

Edible birds' nests are found for the most part in the Southern Archipelago. The chief region of supply is that comprising Java, Borneo, Celebes, and the Sulu Islands. The bird which produces the nests is a little swallow, *hirundo esculenta*. This salangan swallow, as it is called, is slightly bigger than a blue tit; it has a brown back; but the under surface of its body, as also the extremities of the feathers in its forked tail, are white. It flies with wonderful speed and precision; and on the Java coast, where the surge breaks wildly against the precipitous and caverned walls of rock, the little birds may be seen in swarms darting hither and thither through the spray. They probably feed on fragments of molluscs and other small animals which abound on those coasts. As you watch the surface of the water rising and falling, you notice how the holes in the rock are now concealed, now open again; and the little creatures, watching their opportunity, dart in and out with lightning speed. Their nests are fixed to the arched roof of these caverns.

What sort of a thing, then, is the edible bird's nest that ministers to the taste of the luxurious Chinese? It is that portion of the fabric which serves as a sort of bracket on which the nest itself (made of grass, seaweed, fibres, small leaves, &c.) is built. There are two forms of this support, one flat like an oyster shell, the other deep and spoon-shaped. It is a transparent mass, somewhat like isinglass, mother-of-pearl, or white horn, and is of animal origin. It was formerly supposed that this gelatin-like mass might be prepared in the bird's crop, from the seaweed and other marine plants. This, however, is a mistake. If one opens the animal's stomach about the time of building, it is found to contain insects, but no vegetable matter; moreover, in all species of the family of swifts, the crop is wanting. Dr. Bernstein has found that at that season the salivary glands under the tongue are enormously developed. On opening the bill, they are seen as two large swellings, one on either side, and these chiefly supply the material in question. They secrete a viscid mucous substance like a concentrated solution of gum arabic, which can be drawn out of the mouth in long threads; and in the air it soon dries, and is found to be the same (even microscopically) as the bracket material.

When one of the little birds wishes to begin building, it flies repeatedly against the selected spot, pressing each time a little saliva against the rock with the tip of its tongue. This it will do from ten to twenty times, moving away not more than a few yards in the intervals. It then alights, and arranges the material in semicircular or horseshoe form on the rock, continuing to add saliva; and by the motions of its body from side to side, the yet soft saliva is forced out over the harder parts, producing those peculiar undulatory bands which give the nest a stratified appearance. It is thought not unlikely that part of the secretion used by the bird comes for the largely developed glands in its stomach; also, that gelatinous matters picked up in the surge are employed in the construction of its nest. The salangan never uses the same nest more than once, and that for only a month; and after the young brood is flown, the nest soon decays and falls to pieces.

We have now to consider the adventurous work of gathering the nests. The plucker, with nothing on but a cloth round his loins, and with a knife and a netted bag at his side, takes his place on a stage (of two crossbars) fastened to the end of a rope, and is let down against the face of the precipitous rock. With the left hand he grasps the rope; in the right, he has a rod, with which he holds himself as far as possible from the rock. Thus he descends, often several hundred feet, amid the roar of the breakers and the swarming of innumerable birds. When he has come opposite a salangan hole, he makes a signal, and the lowering is stopped. He now sets himself swinging—and here follows the most dangerous part of the operation— gradually increasing his width of swing, till he thinks he will be able to leap off into the hole, and find foothold on a part of the rock which he has previously noted. Should the venture fail, death is certain. The man has generally a thin cord fastened round his body, and connected with the rope, so as to enable him to pull the stage to himself again. Sometimes though rarely, this breaks, and then there is nothing for it but to make a bold spring out towards the dangling stage. But so fearless and practised are the men that they generally accomplish this fearful leap successfully, even when laden with their booty. When the plucker has got safely into the hole, he cuts off the nests with his knife, and puts them in his bag; for those high up, he uses the rod with the knife fixed to the end of it. The operation demands great address; the slippery rock, perhaps, hardly affords standing ground, and the man will cling with hand and feet to the little cracks or projections; while the alarmed birds flit to and fro in the gloom, and the tumultuous water beneath flashes with phosphorescence. The plucker, however, knows his work; and when he is sufficiently laden, he draws the stage towards himself, mounts it, and is pulled up by his companions. Thereupon, another repeats the operation.

As the method just described is both a dangerous and a slow one, the natives adopt, when possible, another, which consists in fixing a rope ladder from the top of the rock down to the cavern, and also a sort of hanging bridge of rope within the cavern, either running round the wall or passing across. The internal surface of the cavern is often greatly pitted by the action of the weather, presenting a spongy appearance, so that it is not difficult to find points for attachment of the ropes. All the young birds and eggs found are cruelly thrown into the sea. The best harvest is in the months of July and August; the next best, in November and December; the worsts, in April and May. The collected nests are cleaned and assorted; they are first packed in bags of bamboo fibre or palm bast, and the merchants again pack them for the market (after a second assortment) in cases containing a half picul, or seventy pounds.

China is the only considerable recipient of these cases; the few cases which are brought as a curiosity to Europe and America are hardly worth mention. The greatest trade in birds' nests is done with Canton, the entire import there being reckoned at 186,000 pounds. We may reckon on fifty nests to the pound, so that altogether 8,400,000 nests, or, from three pluckings, the products of 2,800,000 pair of birds, are annually introduced into China. There are, principally, two kinds of nests distinguished in Canton—the mandarin nests, and the ordinary; of the former, or perfectly white kind, each pound costs in China twenty to thirty dollars, a quite exorbitant price, compared with that which the salangan pluckers themselves receive for the dangerous work, and which is, at the most, only ten to twelve per cent. of the market value. The second quality of nests is sold at half that price. The nests are dissolved in water or broth, and so taken as soup. It is highly spiced with minor substances. This forms an *entrée* which is rarely wanting on the tables of the wealthy Chinese, and never from that of the Imperial Court of Pekin.—*Chambers's Journal.*

THE STORIES OF SAMSON AND JOSHUA: ARABIC INTERPRETATIONS.

Here is the history of Samson as it is told to day at Sara, Ain Shem'ez, and Artoof, that is to say, on the very scene of the exploits of that hero: Aboo Meizar, called by some Aboo Azem, but known to all under the name Shamshoun el Jebbar, originally of Sara, and brother of a certain Neby Sames, whose monument is shown in those parts, was purblind. In the Rumeyleh, the old name of a part of the city of Ain Shemés, stood a church. Aboo Meizar said to his compatriots, "What will you give me if I destroy the Church and kill the Christians?" "The quarter of the revenue of the country," they replied. Upon this Aboo Meizar went down to the Rumeyleh, entered the church where the Christians were assembled at prayer, and crying, "Ya Rabb!" (O Lord!) gave a great kick to the column which supported the edifice. Down it fell, burying beneath its ruins Aboo Meizar and the Christians. The inhabitants of Sara came to look for his body, and easily recognised it because, as he had told them would be the case, he was stretched on his back, while all the Christians lay face downwards. His *makam* stands on the very spot at Sara where they buried him; and the Sheykh attached to its service, who resides at Beit Atab, still receives a quarter of all the olives grown between Deir Eban and Ain Shemés—indeed a fellah who once refused to pay these additional dues is reported to have pressed blood instead of oil from his olives; while it is even now a common saying among the old people of the village, that "between Sara and Bayt et Jemal was killed Shamshoun el Jebbar." It may be remarked, in passing, that this saying, if compared with the verse in the Book of Judges which places the tomb of Samson between Zorah and Eshtaol, would tend to fix the site of the latter city, hitherto undiscovered, at Bayt el Jemal. Another fragment of this same legend has lighted on the head of a certain Neby Hosha, venerated at Esbou, not far from the Sara. This Neby, born at Bayt Nabala, being one day pursued by a troop of his foes, the Kooffars, took refuge at Esbou, and crying, "It is here that I am doomed to die," sat down, threw his *ihram* over his shoulders and expired. A wooden sabre, with which he is said to have slain his enemies, is still shown at the *makam* at Esbou. This story may be compared with an incident in the travels of a Jewish pilgrim of the Middle Ages, Isaac Chelo, who saw at Sara the tomb of Samson, where they still preserve the ass's jawbone with which he killed the Philistines. Turn next to the modern legend in which are embodied confused but undoubted traces of the taking of Jericho by Joshua, and the standing still of the sun. It varies in many curious ways from the Bible story; but the following is the pith of it as told to me in the plains of Jericho:—Not far from the site of the City of Palms are the ruins of the City of Brass, so called because it was surrounded by seven walls of brass; and a little further off is the *makam* of the Imam Ali, son of Aboo Taleb, a sanctuary open to the sky, and the object of extraordinary veneration in the surrounding country. This city, then belonging to the Kooffars, was besieged by the Imam Aboo Taleb. Mounted on his horse, Meimoon, he made the round of the city, and overthrew the seven walls of brass one after another by blowing upon them. Then began a terrible combat, and as the day was drawing to a close, and the infidels were about to profit by the darkness in order to escape, the Imam Ali cried out to the sun, "Return upon they steps, O thou blessed one!" Immediately, with the permission of the Most High the sun, which was about to set behind the mountain, came back to the east; whereupon the Imam Ali ordered his servant Eblal, who at that moment was on the opposite mountain, at the foot of which is now situated the *makam*, to sound the call for the morning prayer, and proceeded to complete the rout of the pagans with great carnage, and to utterly destoy their city, those who escaped the slaughter being annihilated by wasps. Since that time the two mountains which figure in the story bear respectively the names of the Mountain of the Return and the Mountain of Eblal the Muezzin.—*Clermont Ganneau in Macmillian's Magazine.*

"Will you please to permit a lady to occupy this seat?" said a gentleman to another the other day in a railroad car. "Is she an advocate of woman's rights?" asked the gentleman who was invited to "vacate." "She is," replied he who was standing. "Well, then, let her take the benefit of her doctrine, and stand up."

An Irish clergyman once broke off the thread of his discourse and thus addressed the congregation: "My dear brethren, let me tell you that I am now just half through my sermon; but as I perceive your impatience I will say that the remaining half is not more than a quarter as long as that you have heard."

HONGKONG MARKETS.

As Reported by Chinese on the 29th November, 1875.

COTTON GOODS.

American Sheetings, 15 lbs.	per piece	$2.60 a	2.75
American Drills, 30 yards	,,	2.75 a	2.80
,, 40 ,,	,,	3.70 a	3.80
Cotton Yarn, No. 16 a 24	per 400 lbs.	89.00 a	105.60
,, ,, 28 a 32	,,	113.00 a	117.00
,, ,, 38 a 42	,,	118.00 a	130.00
,, Bombay		83.00 a	87.50
Chintz	per piece	$1.90 a	1.98
Dyed Spotted Shirtings	,,	3.00 a	3.05
,, Brocades Do.	,,	3.85 a	4.10
,, Damask Do.	,,	5.05 a	6.00
English Drills 30 yards	,,	2.40 a	2.42
,, 14 lbs.	,,	3.05 a	3.20
,, 15 lbs.	,,	3.20 a	3.45
Grey Shirtings, 7 lbs.	,,	1.70 a	1.85
,, 8 lbs.	,,	2.00 a	2.05
,, 8½ lbs.	,,	2.15 a	2.50
,, 9 lbs.	,,	3.00 a	3.10
,, 10 lbs.	,,	3.35 a	3.50
Grey T-Cloths, 24 yds & 32 in. 6 lbs.	,,	1.45 a	1.60
,, 24 ,, & 32 in. 7 lbs.	,,	1.60 a	1.72
,, 24 ,, & 36 in. 8 lbs. XO	,,	2.15 a	2.20
,, 24 ,, & 36 in. 8 lbs. QL	,,	2.17 a	2.20
,, 24 ,, & 36 in. 8 lbs. XX	,,	2.70 a	2.75
Handkerchiefs, Blue	per doz.	0.60 a	0.70
,, Brown	,,	0.63 a	0.65
,, Red	,,	0.77 a	0.80
,, Light Red	,,	0.75 a	0.78
Jeans, 30 yards	,,	2.34 a	2.50
Muslins, White, Plain, 12 yards	per piece	1.15 a	1.25
,, Figured 24	,,	2.05 a	2.25
Turkey Red Shirtings, 2 lbs.	,,	2.15 a	2.35
,, 3 lbs.	,,	2.35 a	2.40
Velvets, Black, 22 in.	per yard	0.31 a	0.32
,, Gentian, 22 ,,	,,	0.19 a	0.20
Velveteens, Black	,,	0.34 a	0.35
,, Gentian	,,	0.30 a	0.31
White Shirtings, 54 a 60 reed	per piece	1.95 a	2.10
,, 64 a 66 ,,	,,	2.45 a	2.60
,, 66 a 80 ,,	,,	2.90 a	3.45
,, 600 ,,	,,	3.85 a	3.90
,, 7,000 ,,	,,	3.50 a	3.55
,, AA	,,	1.90 a	1.95
,, EF	,,	6.00 a	6.03
,, MH	,,	4.90 a	4.95
,, EL	,,	6.05 a	6.10
White Spotted Shirtings	,,	2.50 a	2.55
,, Brocades	,,	2.70 a	2.75

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$2.85 a	3.20
,, 8 lbs.	,,	3.20 a	3.80
,, 9 lbs.	,,	3.50 a	3.70
,, 10 lbs.	,,	4.25 a	5.00
,, 12 lbs.	,,	6.10 a	6.20
Camlets, SSS	per piece	16.00 a	16.50
,, SS	,,	17.50 a	18.00
,, S	,,	18.50 a	19.00
,, BBB	,,	10.00 a	10.50
,, AAA	,,	18.00 a	18.50
,, LLL	,,	16.50 a	17.00
Cloth, Broad	per yard	2.18 a	3.00
,, Medium	,,	1.03 a	1.80
Long Ells, MM Scarlet	per piece	9.70 a	9.80
,, ,, Assorted	,,	9.10 a	9.20
,, HH Scarlet	,,	9.60 a	9.70
,, ,, Assorted	,,	9.10 a	9.20
,, H. Scarlet	,,	9.70 a	9.80
,, ,, Assorted	,,	9.15 a	9.20
Lustres, Figured	,,	5.10 a	5.20
Lasting, DD	,,	15.00 a	15.50
Orleans, Plain	,,	5.50 a	5.90
Spanish Stripes	per yard	0.80 a	0.81

METALS.

Iron, Nail Rod	per picul	2.85 a	3.00
,, Hoop	,,	3.60 a	3.75
,, Bar	,,	2.90 a	2.95
,, Wire	,,	7.50 a	7.65
Lead	,,	7.60 a	7.70
Pigs, W.B.	,,	7.60 a	7.80
,, Lead, LB	,,	7.60 a	7.60
Quicksilver, English	,,	100.00 a	—
,, American	,,	100.00 a	—
Steel, English	per tub	4.20 a	4.30
,, Swedish	,,	5.20 a	5.30
Sheathing Metal	per picul	28.00 a	26.00
Spelter	,,	7.00 a	7.75
Tin, Malacca	per picul	23.80 a	24.70
,, Plates	per box	6.90 a	7.00

PRODUCE.

Almonds	per picul	21.00 a	22.50
Alum, 1st quality	,,	1.30 a	1.35
,, 2nd ,,	,,	1.45 a	1.60
Bark, Siam	,,	0.88 a	1.10
,, Camphor	,,	13.80 a	14.00
Beche de Mer	,,	30.00 a	55.00
Bees Wax, Japan, White	,,	10.60 a	10.50
,, ,, Yellow	,,	40.00 a	52.00
,, Hankow, White	,,	78.00 a	90.00
Birds' Nests, 1st quality	per pcl.	$3,500 a	4,000
,, 2nd ,,	,,	850 a	800
,, 3rd ,,	,,	170 a	250
Brimstone	,,	3.25 a	3.50
Buffalo's Hide, Manila	,,	12.00 a	15.50
Camphor, packed	,,	13.80 a	14.00
,, Baroos, clean	,,	5,000 a	5,200
,, Refuse	,,	3,000 a	3,600
Cardamons, Superior	,,	150.00 a	170.00
,, Inferior	,,	23.00 a	24.00
Cloves	,,	40.00 a	42.00
Coals, Afloat	per ton		
,, English steam	,,	11.75 a	12.80
,, Sydney	,,	9.75 a	—
Coffee	per picul	22.20 a	24.50
Copper Sheathing, Japan	,,	24.00 a	—
,, Rod	,,	24.50 a	—
,, Nails	,,	23.50 a	23.80
Cotton, Shanghai	,,	20.50 a	21.00
,, Bombay	,,	15.50 a	17.50
,, Shantung	,,	19.50 a	20.00
,, Ningpo	,,	21.50 a	23.00
,, Tientsin	,,	22.00 a	22.50
,, Tungchow	,,	23.00 a	24.00
,, Calcutta	,,	14.00 a	16.50
Cotton Seeds, Saigon	,,	5.50 a	6.00
,, Siam	,,	5.80 a	5.90
Cow's Hide	,,	9.50 a	9.75
Cuttlefish, Japan	,,	21.00 a	23.00
,, ,, without bones	,,	12.50 a	14.00
,, Chauchow	,,	27.50 a	28.00
Cutch	,,	5.80 a	6.00
Dates, Black	,,	3.75 a	4.28
,, Red	,,	3.20 a	4.00
Dried Lily Flowers	,,	9.10 a	9.35
Elephant's Teeth, 4 a 5 pieces	,,	250 a	300
,, 7 a 8 ,,	,,	200 a	220
Flour, California, per sack of 50lbs.		1.30 a	1.40
,, American per barrel of 100lbs.		2.70 a	2.80
,, ,, of 200lbs.		6.10 a	6.25
Fungus	,,	36.00 a	37.00
Flints	,,	0.50 a	0.60
Ginseng, American, 1st quality	,,	220.00 a	300.00
,, ,, 2nd ,,	,,	160.00 a	210.00
Hams, Ordinary	,,	15.40 a	18.50
,, Superior	,,	20.20 a	30.00
Hemp, Hankow	,,	10.50 a	11.50
,, Siam	,,	10.40 a	11.00
Isinglass, Japan	,,	36.00 a	45.00
Melon Seeds, 1st quality	,,	5.60 a	5.70
,, 2nd ,,	,,	5.20 a	5.40
Mushrooms	,,	55.00 a	61.00
Mussels, Dry Siam large	,,	11.00 a	12.50
,, ,, middle	,,	7.50 a	8.50
Mussels, Dry Siam small	per picul	$5.50 a	5.85
Peas, White	,,	2.05 a	2.10
,, Green	,,	2.05 a	2.20
,, Black	,,	1.68 a	1.70
,, Yellow	,,	1.80 a	1.85
,, Green Beans	,,	1.90 a	1.92
Pearl Barley	,,	6.50 a	7.80
Potatoe Flour	,,	2.00 a	2.40
Putchuck	,,	13.00 a	14.70
Rhinoceros Horn	,,	3,000 a	8,000
,, Mother	,,	2,000 a	2,400
Rice, Bengal, Cargo No. 1	,,	2.45 a	2.50
,, ,, 2	,,	2.20 a	2.25
,, Siam, white	,,	1.55 a	1.60
,, ,, mill cleaned	,,	1.45 a	1.50
,, Manila	,,	2.35 a	2.40
,, Singapore	,,	1.88 a	1.91
,, Saigon	,,	1.40 a	1.60
,, Arracan	,,	2.10 a	2.15
,, Rangoon	,,	2.35 a	2.40
Saltpetre	,,	4.75 a	5.50
Seaweed, Green	,,	2.05 a	2.20
,, Cut	,,	3.75 a	3.95
Sesamum, White	,,	4.10 a	4.30
,, Black	,,	2.25 a	3.20
Sharksfin	,,	36.00 a	60.00
Shellfish, Japan	,,	27.00 a	45.00
,, California	,,	14.00 a	14.50
Stockfish	,,	6.00 a	6.40
Straits Produce, &c.—			
Rattans, Straits	per picul	5.20 a	5.60
,, Banjar	,,	4.25 a	4.60
Pepper, White	,,	16.50 a	17.00
,, Black	,,	10.50 a	10.70
Betel Nut	,,	2.50 a	2.85
Sandal Wood, Malabar	,,	4.10 a	4.20
,, South Seas	,,	10.00 a	10.50
Sapan Wood, Manila	,,	1.60 a	2.10
,, Siam	,,	2.25 a	2.50
Sugar, Canton White, 1 a 3	,,	6.15 a	6.50
,, ,, Dark Brown	,,	4.70 a	5.00
,, West Coast, Dark Brown	,,	—	—
,, Manila, Dry White	,,	5.45 a	5.60
,, Candy	,,	8.45 a	8.60
,, ,, Foochow	,,	8.30 a	9.30
Vermicelli, Tientsin	,,	8.50 a	9.20
Walnuts	,,	4.50 a	4.35
Wheat, Tientsin	,,	1.75 a	1.90
,, California	,,	2.00 a	2.05
Wood Oil	,,	Tls. 5.7.8.0 a	—
Poa	,,	5.1.0.0 a	5.1.6.0
Tea	,,	$9.25 a	9.55
Window Glass	per box	3.20 a	3.30

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Albay		Span. str	269		Repairing
Amoy	Drewes	Brit. str	814	Siemssen & Co	In Dock
Arratoon Apcar	R. Cass	Brit. str	956	Siemssen & Co	
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Glenfalloch	McBain	Brit. str	1386	Jardine, Matheson & Co	Singapore, &c.
Gunga	Garreau	Fren. str	797	Landstein & Co	
Hoogly	Guavain	Fren. str	1500	Messageries Maritimes	Saigon, &c.
Ichang ‡	B. Martin	Brit. str	700	Butterfield & Swire	
Kinshan ‡	Cary	Brit. str	1050	H. C. & M. Steamboat Co	
Kiu-Kiang	Morton	Brit. str	1061	H. C. & M. Steamboat Co	
Little Orphan		Amr. str	45	Captain T. B. Benning	Tug Plying
Ly-ee-moon	Forrest	Brit. str	611	Birley & Co.	
Mecca	Johnson	Brit. str	687	Hop-kee	
Norna	C. Koch	Brit. str	606	Kwok Acheong	Swatow
Oceanic	Parsele	Brit. str	3349	O. & O. S. N. Co	Yokohama, &c.
Ocean	Jaques	Brit. str	970	Chinese	
Orissa	Harvey	Brit. str	1118	P. & O. S. N. Co	Yokohama
Pardo	R. T. Power	Brit. str	763	Landstein & Co	
Pernambuco	W. Hyde	Brit. str	643	Landstein & Co	
Powan §	A. Benning	Brit. str	1890	H. C. & M. Steamboat Co	
Singapore	J. H. Peake	Brit. str	964	Gibb, Livingston & Co	Australia
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	Repairing
Sunda	E. M. Edmond	Brit. str	1033	P. & O. S. N. Co	In Dock
White Cloud ‡	T. B. Benning	Brit. str	652	H. C. & M. Steamboat Co	
Yesso	F. Ashton	Brit. str	559	D. Lapraik & Co	East Coast
Yot-sai §	W. Kentwell	Brit. str	180	Kwok Acheong	
Yottung		Brit. str	828	Kwok Acheong	Laid up

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Albatros	Koppelmann	Ger. bk	377	Melchers & Co	
Alexandra	Thos. Bulman	Brit. sh	898	Vogel, Hagedorn & Co	London
Alva	E. A. Souza	Port. sh	632	Brandao & Co	
Amiral Devoulx	P. Carrique	Fren. bk	774	Vogel, Hagedorn & Co	London
Annie Gray	R. More	Brit. sh	727	Rozario & Co	
Armenia	Salter	Amr. bk	326	Frazar & Co	
Auguste	A. Bernard	Fren. bk	844	Carlowitz & Co	Shanghai
Beethoven	R. Haje	Ger. bk	340	Melchers & Co	
Burra Noorfol	A. Worgitzky	Siam. bk	360	Chinese	
Canton	C. Kundsen	Siam. sh	779	Chinese	
Caprera	Randell	Amr. bk	700	Wm. Pustau & Co	
Carl Ritter	H. C. Lansen	Ger. bk	596	Siemssen & Co	
Caroline Behn	Schmidt	Ger. bk	673	Siemssen & Co	
Channel Queen	Lenfestey	Brit. sh	609	Ed. Schellhass & Co	
Charger	G. B. Knowles	Amr. sh	1444	Russell & Co	
Charter Oak	Smith	Brit. sh	963	Jardine, Matheson & Co	
Chateaubriand	F. Herve	Fren. bk	384	Carlowitz & Co	
Ching-too	John Baikie	Brit. sch	304	Rozario & Co	
Clara	W. Sampson	Brit. sh	938	Borneo Co., Limited.	San Francisco
Dora	F. Ytuarte	Span. bg	322	H. Kiser	
Eastern Monarch	A. Donaldson	Brit. sh	1706	Melchers & Co	
Figaro	E. Berard	Fren. bk	434	Gas Co	
Flodden	J. Murdoch	Brit. bk	337	Jardine, Matheson & Co	Melbourne
Fray Bentos	R. Mota	Peru. sh	410	J. J. dos Remedios & Co	Callao
Gloucester	Vincent	Brit. bk	526	Rozario & Co	Dunedin
G. T. Ray	P. Fraser	Brit. bk	356	Arnhold, Karberg & Co	
Hammonia	G. Weller	Ger. bk	390	Siemssen & Co	
Haze	Wilkinson	Amr. sh	862	Jardine, Matheson & Co	
Hongkong	H. Frendsberg	Siam. sh	636	Chinese	Bangkok
Humboldt	A. F. Stoll	Ger. bk	330	Ed. Schellhass & Co	
Irene	O. Hansen	Ger. bk	264	Taylor & Thompson	Takao, &c.
Johanne	A. Firmbaber	Ger. bg	252	Wm. Pustau & Co	
Johann Carl	E. Gutsmuths	Ger. bk	387	Wm. Pustau & Co	
Johann Smidt	H. Bobkar	Ger. bk	432	Wieler & Co	
Kerchalon	A. Lanco	Fren. bk	267	Landstein & Co	
Kim Young Tye	H. Otto	Siam. bk	349	Chinese	
Krung Thep	N. Dubrasen	Siam. bk	483	Siemssen & Co	
Laju	McWhirter	Brit. sh	556	A. MacG. Heaton	London
Lammermuir	J. N. Smart	Brit. sh	1054	Gibb, Livingston & Co	Singapore
Lizzie	Inckey	Brit. bk	385	Broadbear, A'thony & Co	
Lunalilo	W. H. Marston	Haw. bk	473	Taylor and Thompson	
Madonc	Haan	Fren. bk	458	Landstein & Co	Singapore
Mathilde	G. Dau	Ger. bk	220	Ed. Schellhass & Co	
Meteor	N. B. Dircksen	Ger. bk	594	Vogel, Hagedorn & Co	New York
Minna	L. Thurn	Ger. bk	356	Wm. Pustau & Co	
Mirella	Ed. Pitt	Brit. bk	727	Wieler & Co	
Montego	J. Griffiths	Brit. bk	316	Ed. Schellhass & Co	
Neu Granada	E. Bauer	Ger. bk	294	Ed. Schellhass & Co	
New Era	Sawyer	Amr. sh	1145	Russell & Co	San Francisco
Norham Castle	Kelso	Brit. bk	698	Adamson, Bell & Co	
Norseman	F. Soderstrom	Siam. sh	711	Chinese	
Novelty	D. M. Limmex	Brit. bk	376	Russell & Co	
Orange Grove	J. Hutchison	Brit. bk	585	Rozario & Co	Saigon
Orienten	P. A. Hook	Swed. bk	333	H. Kiser	Samarang
Resolution	M. Conception	Siam. sh	816	Chinese	
Rubicon	J. Timmsen	Brit. sch	284	Arnhold, Karberg & Co	
Ruth	C. Minto	Brit. bk	468	Carlowitz & Co	
St. Paul	H. Tarek	Siam. bk	299	Tack-mee & Co	
Sumatra	Mullin	Amr. sh	1072	Frazar & Co	
Terentia	D. Boran	Brit. bk	344	Wm. Pustau & Co	
Teresa	Jozo C. Gomez	Span. str	251	Siemssen & Co	
Three Brothers	H. Kahlke	Brit. bk	366	Yee Tay	Bremen
Uranus	Lauritz Berg	Nor. bk	486	Ed. Schellhass & Co	Singapore
Victor	E. Sorensen	Nor. bk	260	Order	
Ville de Lillie	H. Rickmans	Fren. bk	430	Landstein & Co	
Virginia	Taraboohia	Aust. bk	290	Landstein & Co	Callao
Wilhelmine	J. A. Koch	Brit. bg		Landstein & Co	
William Turner	Vandervord	Brit. bk	431	Rozario & Co	
Zephyrus	R. Williams	Brit. bk	699	Taylor and Thompson	San Francisco

WHAMPOA.

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Huntley Castle	Jas. Hughan	Brit. sh	623	A. MacG. Heaton	London
Lotte	Hildebrand	Ger. bk	400	Wieler & Co	
Monsoon	Geo. Hunter	Brit. bk	283	Wm. Pustau & Co	Hamburg
Pilgrim	Frank Fowle	Amr. sh	958	Russell & Co	New York
Presto	Laidman	Brit. bk	384	Arnhold, Karberg & Co	

CANTON.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
An-lan †	Godsil	H.I.C.M.	g-b.		
China	P. H. Hennings	Ger. str	648	Siemssen & Co	Shanghai
Chen-jui ‡	Wade	H.I.C.M.	g-b.		
Ching-Sing ‡	E. Oboy	H.I.C.M.	g-b.		
Chung-hoi ‡	Demie	H.I.C.M.	g-b.		
How-sang	N. Lamont	Chi. str	800	C. M. S. N. Co	Shanghai
Peng-chao-hai ‡	Palmer	H.I.C.M.	g-b.		
Tien-Po ‡	Longueville	H.I.C.M.	g-b.		

‡ *In the river between Cheung-chow and Canton.*

MACAO.

In port on 8th November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Brema	Timpe	Ger. bk	380	Wieler & Co	Timor
Camoens	Guimaraes	Port. g-b.	80		
Concordia	J. L. da Silva	Port. bg	226	J. B. d'Almeida	
Dan	Hallberg	Swed. bg	250	Carlowitz & Co	
Spark ‡	Hoyland	Brit. str	140	H. C. & M. Steamboat Co	
Tejo	F. Cabral	Port. g-b.	444		

‡ *Running between Canton and Macao.*

SWATOW.

In port 16th on November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Amanda	Harms	Ger. sch	225	Dircks & Kruger	
Andreas	Peters	Ger. bk	423	Dircks & Kruger	
Auguste Friedrich	Nielsen	Ger. bk	376	Dircks & Kruger	
Bridge Town	Crisp	Brit. bk	358	Bradley & Co	
Lauderdale	Bice	Brit. sh	860	Bradley & Co	
Marco Polo	Jagers	Ger. bk	358	Dircks & Kruger	
Marquis of Argyle	McKeon	Brit. bk	500	E. Vincent & Co	Singapore
Nicoline	Ahlmall	Ger. bk	313	Dircks & Kruger	
Oceanus	Brorsen	Ger. bk	207	Dircks & Kruger	
Peter	Rickelsen	Ger. bk	399	Dircks & Kruger	
Rebecca	Bungaard	Ger. bk	404	Dircks & Kruger	
Saturnus	Wulff	Ger. bk	608	Dircks & Kruger	
Sosterk	Alm	Nor. bk	289	E. Herton	
Tek-li	Petersen	Ger. bk	350	Dircks & Kruger	
Tuck Sing	Marshall	Brit. bk	388	Order	
Velocity	Martin	Brit. bk	500	Dircks & Kruger	

AMOY.

In port on 20th November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adeline		Ger. sch	132	H. A. Petersen & Co	
Baltic		Ger. bk	318	Pasedag & Co	
Barton Stather		Brit. bk	421	Boyd & Co	
Catherine		Dan. bk	316	H. A. Petersen & Co	Saigon
Craig Ewan		Brit. sch	204	Boyd & Co	
Eulie		Brit. bk	335	Johnston & Co.	
Flensborg		Dan. bk	338	H. A. Petersen & Co	
Janet		Brit. bk	217	Johnston & Co	
Leander		Brit. sh	848	Elles & Co	New York
Merlin		Brit. sch	248	Boyd & Co	
Meteor		Siam. bk	395	H. A. Petersen & Co	Bangkok
Nyborg		Dan. bk	255	H. A. Petersen & Co	Samarang
Palma		Ger. bk	299	Pasedag & Co	
Rebecca		Ger. sch	241	Pasedag & Co	
Seamen's Bride		Siam. bk	314	Pasedag & Co	Bangkok
Sophie		Ger. bg	210	Pasedag & Co	Singapore
Soo Tek Seng		Siam. sch	344	Johnston & Co	Bangkok

FOOCHOW.

In port on 20th November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Gleam	Burgess	Brit. bk	291	Adamson, Bell & Co	Colonies
Statelie	O'Brien	Brit. sh	1075	Jardine, Matheson & Co	Singapore
Walter Seigfried	Stolp	Ger. bk	416	Siemssen & Co	

SHANGHAI.

In port on 24th November, 1875.

The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adele	Fox	Amr. sch	387	Frazar & Co	
Albert Victor	Bevis	Brit. bk	314	Order	
Borealis	Beard	Brit. sh	920	Jardine, Matheson & Co	
Challenge	Cottier	Brit. bk	599	Jardine, Matheson & Co	New York
Charon Gattana	Ulrich	Siam. sh	628	Chinese	
Chinaman	Mackenzie	Brit. bk	667	Frazar & Co	
Ching Tah	Askins	Chi. bk	456	C. M. S. N. Co	
Edward James	Forbes	Amr. bk	528	Order	
Elmstone	Bragg	Brit. bk	698	Olyphant & Co	New York
Ethiopian	Faulkner	Brit. sh	838	Adamson, Bell & Co	London
Falcon	Westhorp	Brit. bk	793	Adamson, Bell & Co	
Fire Queen	Hamilton	Brit. sh	766	Gilman & Co	New York
Geo. Thompson	Mill	Brit. sh	1127	Heard & Co	
Harlow	Stephens	Brit. sh	891	Adamson, Bell & Co	
James S. Stone	Hallett	Amr. bk	710	Frazar & Co	
Kronprindsessen	Hansen	Dan. bk	344	Ed. Schellhass & Co	
Leucadia	Mearns	Brit. sh	896	Adamson, Bell & Co	New York
Lulu	Ryan	Amr. sch	988	Nils Moller	
Mikado	Ilberg	Brit. sh	643	Little & Co	New York
Noemi	Ancam	Fren. bk	354	Lane, Crawford & Co	
Serpent	Abel	Brit. bk	258	Lane, Crawford & Co	
Success	Brahn	Siam. bk	393	Choon Seng & Co	
Tamerlane	Bailey	Brit. sh	764	Jardine, Matheson & Co	London
Union	Barry	Brit. bk	581	Lane, Crawford & Co	
Warden Appleby	Posthumus	Brit. bk	243	Nils Moller	
Yokohama	Silhonette	Fren. bk	786	Chapman, King & Co	

YOKOHAMA.

In port on 13th November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Alexandra	Lamont	Brit. bk	386	P. M. S. S. Co	
City of Quebec	Davidson	Brit. sh	707	P. M. S. S. Co	
Formosa	Uldemp	Ger. bk	445	H. Abrens & Co	
Jessie Jamisison	West	Brit. bk	465	J. C. Frasar & Co	
Mary Jane	Crighton	Brit. sch	165	E. C. Kirby & Co	
Parmenio	Abbott	Brit. bk	369	Captain	
Shalimar	Walker	Brit. sh	1596	Order	
Wm. Van Name	Watts	Amr. bk	466	Carl Rohde	

MANILA.

In port on 12th November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Chica		Span. sh	1174	Cucullu & Co	
Conchita		Span. bk	408	F. Reyes	
Esplorador		Span. bg	207	Vidal herm.s & Co	
Francis B. Fay		Amr. bk	885	Russell & Sturgis	
Game Cock		Amr. sh	1113	Russell & Sturgis	San Francisco
Hastings		Brit. bk	541	Peele, Hubbell & Co	
Harkaway		Brit. bk	872	Russell & Sturgis	
Helicon		Amr. sh	1199	Russell & Sturgis	
Janet Ferguson		Brit. sh	581	F. J. Reynolds	
Lord of the Isles		Brit. sh	647	Smith, Bell & Co	
Manila II		Ger. bk	497	C. Heinszen & Co	
Nuevo Lautaro		Span. bk	433	Inchausti & Co	
Remus		Brit. bk	769	Smith, Bell & Co	
Roudes		Brit. bk	1036	Ker & Co	London
Sooloo		Amr. sh	963	Ker & Co	
The Sir J. Family		Brit. sh	1050	T. Hermann & Co	
Thomas Bell		Brit. sh	838	F. Richardson & Co	
Trinidad		Span. bk	344	Larrinaga & Co	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Hongkong
Charybdis	steam corvette	17	400	Captain T. E. Smith	Kobe
Curlew	double sc. gun vl.	3	160	Comdr. E. J. Church	Yokohama
Dwarf	double sc. gun vl.	4	20	Comdr. Hon. Dawson	Nagasaki
Egeria	double sloop	4	120	Comdr. R. Turton	Singapore
Fly	double sc. gun vl.	4	120	Comdr. John Bruce	Singapore
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Hongkong
Growler	double sc. gun vl.	4	120	Comdr. W. Stewart	Tientsin
Hart	double sc. gun vl.	4	120	Comdr. T. H. Royse	Hongkong
Hornet	double sc. gun vl.	4	120	Lieut. A. F. S. Clair	To Kiukiang
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Chefoo
Lapwing	double sc. gun vl.	3	160	Comdr. Sir W. Wiseman, Bart	Hongkong
Mennee	military hospital	—	—	——	Hongkong
Midge	double sc. gun vl.	4	120	Comdr. Grant	Foochow
Modeste	steam corvette	14	350	Captain A. Buller	Singapore
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Hankow
Ringdove	double sc. gun vl.	3	160	Comdr. Singleton	Singapore
Swinger	double sc. gun vl.	2	60	Lieut. Comr. Bolitho	Nagasaki
Sylvia	double sc. gun vl.	—	150	Captain St. John	Kobe
Thalia	steam corvette	8	400	Capt. H. B. Woollcombe	Shanghai
Thistle	double sc. gun vl.	4	120	Comdr. F. Stirling	Singapore
Victor Emanuel	receiving ship	14	—	Commodr. J. E. Parish	Hongkong
Vigilant	despatch vessel	2	250	Lieut. H. C. D. Ryder	Hongkong

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Montcalm	French cor.	3883		Krantz
Talisman	French cor.	486		M. St. Heilaire

SHIPPING IN THE CHINA WATERS.

WHAMPOA.

STEAMERS.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Lintin		Brit. str	69	Kwok Acheong	

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